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S.S. "LOK SUN" ENQUIRY CHINESE SECOND MATE—NOT ON ARTICLES "THE DIFFERENCE IN TIME?" Two Important Witnesses Not Summoned PROBABLE ACTION AGAINST MASTER

It now transpired that there was a Chinese acting as second officer on the emigrant ship "Lok Sun" at the time when she grounded off Samun Island, and that he was not on the ship's articles.

Capt. Edmondson, in his evidence, classed the Chinese officer as a "substitute" and said that it was for that reason he had not put the man on the articles. Commander G. F. Hole said that although the matter did not concern the enquiry, he might at the end have to report the case to the Shipping Master. Reading from the Ordinances governing the signing on of officers, it appeared that an omission to do so rendered the master to a fine not exceeding \$50.

CAPTAIN'S STORY

A Marine Court of Enquiry assembled this morning in the Harbour Office to enquire into the circumstances attending the stranding of the emigrant ship "Lok Sun" off Samun Island on the morning of July 14.

The Hon. Comdr. G. F. Hole, R.N. (retired), Harbour Master, presided and the assessors appointed by His Excellency, the Governor were: Mr. Robert Hill, (master of the s.s. "Phenias"), Mr. Arthur Hall (master of the s.s. "Telemachus"), Mr. Douglas Lupton (master of the s.s. "Kwong Chow"), and Lt. Comdr. L. G. Haddington (H.M.S. "Tamar").

Mr. Geo. K. Hall Brutton appeared for Capt. H. R. Edmondson, master of the "Lok Sun," and Mr. J. T. Prior was for the owners. Only a "Substitute"

In evidence Capt. Edmondson stated that he had been master of the "Lok Sun" for about three months and half. On July 13, he was in command of the "Lok Sun," and at 11.03 p.m. he left Hong Kong for Singapore, with about 1,000 tons of general cargo. There were also about 700 passengers.

The Chief Officer was Mr. F. Smith and a Chinese acted as second officer. The latter was not signed on, because the British officer he had was on shore, and the Chinese second mate was a substitute.

They found that Nos. 1 and 2 holds were making water fast. It rose to 14 feet and witness decided to leave her where it was instead of getting the ship off.

An S.O.S. was wirelessed out, and distress rockets were fired. Later witness received a wireless reply asking for the exact position of the ship. He did, but he was unable to give the exact location. He had also used the pumps for 16 minutes but they did not make an appreciable difference. It was also raining heavily.

Unable to Ascertain Position

Boats were lowered and everything was ready for passengers to land. He was unable to find out his position until 5.10 a.m. when the weather cleared a bit. He then found that he was on Samun S. Rocks S.W.S.

Rescue Work

The rescue tug "Kau Sing" arrived at 6 a.m. At about 8 a.m. H.M.S. "Somme" arrived, followed by the Taikoo tug. The "Kau Sing" left about 10.45 a.m. with about 400 passengers. The "Taikoo" came alongside and took the rest of the passengers. No lives were lost.

Later Capt. Arthur, for the owners, came on the scene and took charge of the salvage work. The ship was eventually abandoned on July 26.

Asked to give an explanation as to why he was on the west of Lin Tin Island instead of being on the East, witness said that was the course he had followed and always passed clear.

Not Signed On

Questioned by the Court as to how he had an officer on board without having signed the man on, witness said that the Chinese who acted as second officer was only a substitute.

The President of the Court referred to the Ordinances and said that the man had to be a certificated officer before he could be signed on the articles.

Mr. Brutton said that under the circumstances he did not think that the master (witness) would be allowed to sign on the Chinese substitute.

The President reminded the witness that he had said that he had taken a man to sea as an officer and that he had not put the man on the articles—could he say if he had reported the matter to anyone?

Witness replied that he had informed the owners and also the Shipping Master.

Reported to "Dark Man"

Pressed on this point again, witness corrected his statements by saying that he had reported to a "dark man" in the Shipping Office.

The President told him that it would not excuse him even if he had reported the matter to a clerk in the Shipping Office. Although the matter did not concern the enquiry, he thought that, in his capacity as a Harbour Master, he might have to report the case to the Shipping Master for him to take any action he liked.

The Court then adjourned for the purpose of working out the course.

On resumption, Capt. Edmondson was asked as to who had kept the engine log. He said that the first part of the entry was made by the Chinese officer, and the latter part by himself.

In reply to another question, witness said that he did not know where the quartermaster was. He thought the man was in Canton.

(Continued on Page 2)

THIRD BY-ELECTION AT HOME TWICKENHAM POLL CONSERVATIVES RETAIN SEAT BY NARROW MAJORITY SUCCESSOR TO "JIX"

London, Yesterday.

Polling took place yesterday in the Twickenham division of Middlesex to fill the vacancy caused by the elevation of Sir William Joynson-Hicks, Conservative member, to the Peerage.

The Conservative candidate was Sir John Ferguson, Finance Director and Deputy Chairman of Lipton, Limited.

As in May, Mr. T. J. Mason was Labour candidate and Mr. F. G. Patterson again carried the Liberal colours.

Little interest comparatively speaking, was taken in the election, the aggregate poll showing a reduction of 12,627 as compared with the figures at the recent General Election. Of the three parties, however, the Labourites showed up the strongest (as compared with May) and in the end their nominee polled just 503 votes below the Conservative.

The result of the polling, as declared last night and cable by Reuter is as follows:—

Sir John Ferguson, Con. 14,705
T. J. Mason, Labour 14,202
F. G. Patterson, Liberal 1,290

Conservative majority ... 503
No change.

In May the figures were:
Sir W. Joynson-Hicks, Con. 21,087
T. J. Mason, Labour 15,121
R. G. Patterson, Liberal 7,246

Conservative majority ... 5,966
In 1924 Sir W. Joynson-Hicks had a majority of 10,944 over Mr. Sherman, Labourite, in a straight fight.

State of Parties

The state of the parties in the House of Commons is:—

Labour 289
Conservative 261
Liberal 58
Independent 7

Representation by votes:—

Conservative 8,808,091
Labour 8,422,202
Liberal 5,247,743
Independent 147,673

The New Member

Sir John Ferguson was born on May 19, 1870, and was educated in Aberdeen. He has been Financial Adviser to the Ministry of Health on Housing; Chairman of the Russian Accounts Committee; Member of the Unemployment Grants Committee; a Director of the Government's Wool Scheme; President of the Institute of Bankers; Assistant to the Surveyor-General of Supply, War Office (during the War); and Finance Director and Deputy Chairman of Lipton, Limited, since 1926. His recreations are motoring and shooting.

BOY KIDNAPPED AND MARRIED WOMAN LURED TO COLONY

REFUSAL OF BAIL

A Chinese was this morning charged before Mr. E. W. Hamilton, at the Central Magistracy, with kidnapping a five-year-old Chinese boy; and enticing a married woman to leave her husband.

Accused denied kidnapping, and with regard to the charge concerning the married woman, said that he voluntarily accompanied him to Hong Kong from the country.

Detective Inspector W. Shannon asked for a week's formal remand, and his Worship raised the question of bail.

The Inspector said that if his Worship thought of giving bail, he would have to ask that it be fairly substantial. He said that accused enticed his chapman's wife away, with her three children. One of the latter was sold in Canton and a second in Hong Kong.

The Magistrate gave a remand without bail.

LUCKY RICHES - PULLER

This morning at the Kowloon Magistracy, before Mr. T. S. Whyte-Smith, a riches-puller was charged by an Indian P.C. with failing to produce his licence when asked to, at 6 a.m.

His Worship: Where was your licence?—At home.

Why did you leave it at home?—For my wife.

You must not forget. How long have you been a riches-puller?—One year, and this is my first offence.

You are lucky. Cautioned.

OPIUM TRAFFIC SERIOUS CHARGE AGAINST ENGINE DRIVER TWO STOKERS IMPLICATED

An engine driver of the Kowloon Canton Railway was this morning before the Kowloon Magistracy, Mr. T. S. Whyte-Smith, together with two stokers of the railway, charged with dealing in opium at the premises of the K.C.R., at Hung Hom, without a permit from the Governor.

The charge of dealing was preferred only against the first accused, while the three accused were charged with possession.

Mr. F. H. Loseby appeared on behalf of the second and third accused and entered a plea of "not guilty." The first accused will, it is understood, be represented by Mr. Hall, who was not in Court.

Mr. Loseby applied for a remand for the formal hearing in which they could fix definitely a day for the case to begin. He also asked his Worship to consider bail, which he wanted fixed when Revenue Officer Tallon appeared.

Prosecution and Bail

Mr. B. C. K. Hawkins, superintendent of the Imports and Exports Office, appeared for the prosecution and said that the first accused's charge was very serious, and that the second and third could not help but join in with him, as they were stokers under him. He asked his

SIBERIAN-MAILS

It is notified by the Postmaster-General for general information, that all Siberian mails from Hong Kong up to and including that forwarded on July 5 (s.s. "Khyber") have been received at London.

Steps are being taken to trace Siberian mails forwarded subsequently to that date and before the diversion by Suez already notified.

Worship to fix bail for the first at \$2,000, and the second and third \$500 each, to which R. O. Tallon agreed.

Mr. F. Smith, assistant mechanical engineer of the K.C.R. Dept., told his Worship that the railway was very short of stokers, and in view of that asked his Worship to reduce the bail for the second and third, as their charges were not so serious.

Mr. Hawkins suggested \$100 bail and the Magistrate agreed, fixing the formal hearing for Monday.

At Yaumati Pier

A Chinese was charged with the unlawful possession of 1.5 lb of raw opium which was discovered by detective searcher on the Yaumati Ferry. The opium was concealed in a parcel under accused's belt. A fine of \$15 or in default 14 days' hard labour was imposed.

TRAFFIC CASES ARGUMENT AS TO OBSTRUCTION EUROPEANS FINED

At the Kowloon Magistracy this morning, Mr. T. S. Whyte-Smith heard considerable argument over obstruction, when Traffic Sergeant Scrime summoned K. S. Herbridge for failing to produce his licence when asked to do so, and for leaving his motor cycle in Peking Road on the north side on July 25 at 10 p.m., thus causing an obstruction.

Mr. Herbridge pleaded guilty to the first charge, but not guilty to the second, that of obstruction. Defendant told his Worship that he thought motor cycles could be parked on the roadway in Peking Road outside the Star Theatre, but knew only with difficulty that parking was on the south side of the road. He said that that road was very quiet at night, but Sergeant Scrime pointed out that defendant's motor cycle was just outside the emergency door of the cinema, which was very wrong.

Remarking that it was just a fault of parking his cycle on the north instead of the south, his Worship cautioned defendant on the second charge, and fined him \$5 for failing to produce his licence.

For a similar offence in Hankow Road, Mr. G. F. Komor was fined \$5.

DIRECT NEGOTIATION SUSPENDED CHINA & THE SOVIET

NANKING DELEGATE BLAMES RUSSIANS

'PLANES' THREATS RENEWED

Tokyo, Yesterday.

From Manchuli, on the Manchuria-Siberia frontier, it is learned that the direct parley between China and Russia has broken down; also that the Chinese delegates, Mr. Chu Shao-yang (who was appointed Plenipotentiary) and Mr. Tsai Yun-sheng (Commissioner for Foreign Affairs at Harbin), have announced that they are leaving for Nanking on August 9. Mr. Chu has notified the National Government of China to this effect, blaming the Russians for the rupture.

"Russian Sabotage"

Harbin, Yesterday.

The resumption of aerial movement by the Soviet, ostensibly against China, and demonstrations by Russians on the two frontiers, namely, at Manchuli and Pogranichnaya, have marked a revival of tension between China and Russia.

A dispatch from Pogranichnaya says that 38 Soviet aeroplanes demonstrated over Chinese territory on the morning of August 8.

Russian planes have also gone up over Manchuli, whence it is reported that about 20 Russian armoured cars have run threateningly close to the border.

The Chinese are blaming the frequent interruptions on the Chinese Eastern Railway's telephone services on Russian sabotage.—Reuter.

"RED THURSDAY" SEDITIONARY LITERATURE IN COLONY CHINESE CHARGED

Three of the six Chinese arrested in connection with the "Red Thursday" distribution of seditious literature near Sincere's, made their appearance before Mr. E. W. Hamilton, at the Central Magistracy, this morning.

One of the accused was a Holohow man, another a Hakka, and the third a Punti.

The Police asked for another week's remand as the translation of the documents had not been completed.

The Magistrate granted the application, the accused being remanded in custody.

Interpretation Difficulty

The Court interpreters were able to translate the Magistrate's decision.

1929 Rainfall .. 41.64 inches
Average 56.06 inches
Deficit 14.42 inches

DON'T WASTE WATER!

A Shantung interpreter tried to tackle the accused, but had to give up, whereupon the Magistrate thought of the idea of reducing the information to writing in Chinese characters.

This was duly done and the paper placed before the accused, with the result that the light of understanding shone on his face, and he nodded to indicate that he knew what was being done with him.

Another Case

The man who was arrested in a room of the Hung Hom boarding house, late the same evening, when a large quantity of seditious matter, including cartoons, was found, was also before the Court this morning.

The Police also applied for a week's remand in this man's case, which was granted.

A BAD EGG

For the theft of two eggs a Chinese was sentenced to six weeks' hard labour by the Kowloon Magistracy, who remarked that defendant had just been out of the jail for one day, being sentenced on July 20 for 10 days for larceny.

A Chinese who stole a coat worth \$1, and four cents in one of the pockets, was sentenced to one month's jail by the Kowloon Magistracy to-day.

DISCHARGED SUMMONS AGAINST AN OWNER DRIVER

DEFENDANT'S VERSION

Andrew Tse, Chinese owner-driver, who was summoned for negligent driving on the Beach-road at Repulse Bay, on the evening of July 13, was discharged by Mr. E. W. Hamilton, at the Central Magistracy, this morning.

It will be remembered that Mr. A. S. MacKichan, whose car was run into by the defendant's, gave evidence on Saturday that in rounding a bend going downhill, the defendant's car was suddenly sighted coming up. It was from one-third to one-fourth over the middle of the road.

Mr. MacKichan immediately ordered his Chinese driver to stop his car, and then the defendant ran headlong into his (Mr. MacKichan's) stationary car. The point of impact was right front wheel, at a slight angle. The impact caused defendant's car to straighten out and then it carried on uphill, carrying away Mr. MacKichan's hub cap, ripping the running board and damaging the mudguard. The collision also caused the driving gear to snap.

Speed Not An Issue

This morning the defendant went into the witness box.

Mr. M. K. Lo, for the defence, was questioning him on the speed at which his car was travelling just before the collision when Mr. Hamilton interposed to say that that point was not at issue, because it was not alleged that defendant's speed was excessive.

Answering other questions, defendant said that when he first saw Mr. MacKichan's car his own car was about

FINE TO CLOUDY

This morning's weather report states: Pressure is highest over S. Manchuria and a depression is situated to the north of Hokkaido.

The typhoon is situated in the eastern portion of the Bashi Channel, moving North-West.

Forecast:—N.W. winds, fresh, fine to cloudy.

The following telegram was received by the American Consulate here:—

August 9, 10 a.m.—Typhoon in about 123 degrees Long. E. and 21 degrees Lat. N. moving N.W.

the middle of the road. Mr. MacKichan's car was also about the middle of the road if not a bit over. Then Mr. MacKichan's car tried to get on its own side to avoid a collision, and witness did likewise, he speeding up to get clear of the other car. That explained the relative positions of the two cars after the accident.

Mr. Lo suggested three possibilities to Mr. Tse, namely:—

(1) the accident occurred through his (Tse's) fault;
(2) through Mr. MacKichan's fault; and
(3) it was an inevitable accident, and neither was at fault.

Mr. Tse said he thought that No. 3 was the most reasonable possibility, having regard to the circumstances of the collision. "We both tried to avoid each other, but were unsuccessful."

Two Models

Mr. Hamilton suggested a fourth possibility, namely, that both drivers were at fault.

After a chalk mark had been drawn along the middle of a table in Court and books used to represent the cars, Mr. Tse agreed with the Magistrate's suggestion. He said that it was possible that both cars were over the middle line just before the collision. The precautions which both drivers took to avoid the collision were not wholly successful, and the two off front wheels just caught each other.

Mr. MacKichan's car was stationary just before the collision, and his (witness's) was moving, and that explained the damage done to Mr. MacKichan's car.

Both Drivers at Fault

After returning to his seat, Mr. Hamilton, experimented with two models of motor cars, and then announced that although he had no doubt that Mr. MacKichan was convinced of the evidence which he had given on oath he (Mr. Hamilton) could not reconcile the position of Mr. MacKichan's car, as he had said it was in, with the damage done to his car. It was more probable that both cars were overlapping a little before the accident, therefore he would dismiss the summons.

Mr. Lo then pointed out for the Magistrate's information, in future cases that the mere fact that one car was slightly over the middle of the road was not conclusive proof of negligence, and in support of his statement handed up to Mr. Hamilton a copy of England and Empire Digest, Vol. 42.

AMBULANCE CORPS

The Hon. Treasurer of St. John Ambulance Brigade acknowledges the receipt of a subscription of \$20 to the funds of the St. John Ambulance Brigade from Mr. W. L. Patterson.

GREAT BRITAIN AND REPARATIONS A DEADLOCK

MR. SNOWDEN DETERMINED TO OBTAIN JUSTICE

THE FRENCH ATTITUDE

The Hague, Yesterday.

Mr. Snowden told the Financial Commission that the former percentages of German annuities must stand. France, Italy and Belgium favoured the Owen Young percentages.

The Commission adjourned until Saturday to enable private talks, so as to settle the deadlock.

Mr. Snowden's Determination

Mr. Snowden told the Financial Commission that unless Great Britain received satisfactory decisions as regards the percentages and as regards conditional and unconditional annuities and as to Germany's deliveries in kind, she could not proceed with any further discussion of the Young Plan.

A New Proposal

Mr. Snowden finally proposed the formation of a sub-committee of Treasury experts to submit proposals on any question raised regarding the method and amount of annuities provided by the Young Plan.

Mr. Cheron (France) replied that as five out of the six Governments concerned supported the Young Plan, he was opposed to the formation of a sub-committee.—Reuter.

Earlier Telegrams

London, Yesterday.

The remarkable feature of British Press comments on Mr. Snowden's "lone sand" at The Hague is the unanimity of papers of all shades of opinion, which pay tribute to the Chancellor.

Apparently the Conference, which suffered a shock yesterday, is still startled at Mr. Snowden's frankness. M. Hyman's (Belgium) support of his appeal, and also at the speech by M. Cheron (France) when, in a spirit of conciliation, he declared that the reconstruction of Europe needed nobility of soul, and that therefore the Conference's acceptance of the whole Young plan was essential.

French Press Comment

Paris, Yesterday.

"Brutal" is the epithet the French papers apply to Mr. Snowden's attack on the Young plan. They fear he will wreck the Conference.

The "Petit Parisien" says that the group of nations supporting the Young plan have become consolidated, and it is no longer possible for Mr. Snowden to enlist their support.

Germany Appreciative

Berlin, Yesterday.

Newspapers here are most appreciative over Mr. Snowden's overt and resolute stand, though they declare Germany is disinterested.

LOTTERY TICKETS BUSINESS RUN BY MARRIED COUPLE

EUROPEAN CONNECTION?

At the Kowloon Magistracy this morning before Mr. T. S. Whyte-Smith, a Chinese married couple were charged with the possession of 80 Pui and four San Fu lottery tickets, at their house in 190, Kowloon City Road.

The husband pleaded guilty, but his wife vice versa.

Det-Inspector Stimson said that the Police searched their house and discovered the tickets; but while the work was going on the woman always kept her back away from the searchers. She was seen by Inspector Stimson to wriggle and a few tickets fell out from her jacket.

His Worship concluded that they must have had some business on their own, as Inspector Stimson exhibited to his Worship some of their books kept in Chinese. On one cover was written:—"Kindly pay bearer ...". In English, and his Worship thought that there may have been a European in the dealings.

However, his Worship fined the woman \$25 or 14 days' jail. The husband who had two previous convictions, was fined \$100 or, in default two months' hard labour.

Mr. T. S. Whyte-Smith this morning sentenced a Chinese to three months' hard labour for stealing electric fittings and causing damage to 187, Woosung Street. Defendant had two previous convictions.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Wednesday, 21st August.
TENYO MARU	Wednesday, 21st August.
KOREA MARU	Wednesday, 21st August.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	Monday, 12th August.
IYO MARU	Monday, 12th August.
SHIZUOKA MARU	Monday, 12th August.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 10th August.
FUSHIMI MARU	Saturday, 10th August.
HAKOZAKI MARU	Saturday, 10th August.
SYDNEY & MELBOURNE via Manila & Ports.	Wednesday, 21st August.
KAGA MARU	Wednesday, 21st August.
TANGO MARU	Wednesday, 21st August.
BOMBAY via Singapore, Penang, & Colombo.	Sunday, 11th August.
TAMBA MARU	Sunday, 11th August.
TOKUSHIMA MARU	Sunday, 11th August.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	Monday, 19th August.
BOKUO MARU	Monday, 19th August.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	Friday, 30th August.
KAWACHI MARU	Friday, 30th August.
NEW YORK, BOSTON via Panama.	Saturday, 17th August.
↑ CALUTTA MARU	Saturday, 17th August.
↑ KAKO MARU	Tuesday, 20th August.
LIVERPOOL via Port Said, Constantinople, Genoa.	Monday, 12th August.
↑ DELAGOA MARU	Monday, 12th August.
CALCUTTA via Singapore, Penang & Rangoon.	Friday, 16th August.
↑ MALACCA MARU	Friday, 16th August.
↑ AKITA MARU	Thursday, 29th August.
SHANGHAI, KOBE & YOKOHAMA.	Saturday, 17th August.
↑ MATSUO MARU	Saturday, 17th August.
HARUNA MARU	Monday, 19th August.
TANGO MARU (Nagasaki direct)	Friday, 23rd August.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.	Sunday, 11th August.
ATLAS MARU	Sunday, 11th August.
AMAZON MARU	Monday, 9th September.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	Monday, 7th September.
HAWAII MARU	Monday, 7th September.
BOMBAY via Singapore & Colombo.	Tuesday, 3rd September.
SHINOH MARU	Tuesday, 3rd September.
(Calls at Penang)	
GANGES MARU	Monday, 19th August.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.	Wednesday, 28th August.
MEXICO MARU	Wednesday, 28th August.
CALCUTTA via Singapore, Penang & Rangoon.	Sunday, 18th August.
KUSADO MARU	Sunday, 18th August.
CELEBES MARU	Sunday, 18th August.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	Sunday, 18th August.
ALABAMA MARU (From Shanghai)	Wednesday, 14th August.
MELBOURNE—Via Manila, Brisbane & Sydney.	Thursday, 5th September.
MADRAS MARU	Thursday, 5th September.
HAIIPHONG—Via Haiphong & Pakhoi.	Thursday, 22nd August, 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.	Sunday, 18th August.
HAMBURG MARU	Sunday, 18th August.
JAPAN PORTS.	Sunday, 11th August.
ALASKA MARU	Friday, 16th August.
SOURABAYA MARU	Tuesday, 20th August.
TACOMA MARU	Tuesday, 20th August.
KEELUNG—Via Swatow & Amoy.	Sunday, 11th August, 3 p.m.
HOZAN MARU	Sunday, 18th August, 3 p.m.
CANTON MARU	Sunday, 18th August, 3 p.m.
TAKAO—Via SWATOW & AMOY.	Thursday, 15th August, Noon.
DELI MARU	Thursday, 15th August, Noon.
TAKAO & KEELUNG.	Friday, 16th August.
SOURABAYA MARU (Calls at Amoy)	Friday, 16th August.

For further particulars please apply to—OSAKA SHOSHEN KAISHA. Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

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SHIPPING SECTION.

ITALIAN SHIPPING

INCREASE IN PASSENGER AND CARGO TRAFFIC

PROGRESS AT PORTS

Reviewing the economic and industrial situation in Italy during 1928, Mr. E. C. Donadon Ravelli, Commercial Counselor, and Mr. H. C. A. Carpenter, Ph.D. (Bonn), Commercial Secretary to the British Embassy, Rome, in their report to the Department of Overseas Trade, say (inter alia):—

The movement of shipping was very active throughout the year, and both the totals of passengers carried as well as of goods handled showed a considerable increase over the previous year. Conditions in the ports as regards order and discipline continued excellent; all the labour offices in the principal ports, which had been organized in 1926, worked without a hitch, and similar offices have been established in the smaller ports.

One must put frankly on record that trade statistics for 1928 do not appear quite so satisfactory as those for 1927. Whilst imports have increased by some 8 per cent. over 1927, exports have decreased by some 7 per cent. and thus the passive trade balance has been increased by 24 million of lire. As to British trade with Italy, it can be stated briefly that we appear to have again slowly forging ahead. Considered in gold values our exports to Italy have increased considerably over 1926, slightly over 1927, and still well behind the boom year of 1925.

Shipping Tonnage

At December 31, 1928, the total number of mechanically propelled vessels in the Italian mercantile marine was 1,458 with gross tonnage including 132 motorships with gross tonnage 398,026. These figures show an increase during the year under review of 29 vessels and 110,841 gross tons, the increase in number being mostly due to motorships, namely, 26 out of the 29. In addition, at the same date, there were 2,823 sailing vessels with a gross tonnage of 177,250 tons. While the number of vessels dependent entirely on sail decreased during the year from 2,706 to 2,495, those fitted with an auxiliary motor increased from 294 to 331.

The tonnage launched in 1928 amounted to 66,783 tons, made up of 7 steamships of 26,612 tons, 15 motorships of 33,227 tons, and 2,049 tons of miscellaneous craft, including tugs and sailing vessels. The tonnage launched in this year was 26,731 tons in 1927. At the 31st December, 1928, there were 70,011 tons of shipping on the stocks, compared with 185,370 tons at the end of the previous year. The vessels building included 22 motorships with gross tonnage 64,685 and 5 steam vessels with 9,775 gross tons.

The movement of shipping during 1928 was nearly 10 million net tons more than in the previous year, the total tonnage of entrances and clearances being 145.2 and 135.5 million tons respectively.

The number of passengers landed from foreign going vessels during the year was 153,913, of which 50,229 disembarked from vessels flying a foreign flag, compared with 41,180 in 1927.

The goods discharged and loaded in the port of Genoa during the year amounted to 8.1 million tons, compared with 7.2 million in 1927. The proportion of goods discharged to those loaded being approximately 7 to 1. At Trieste the goods discharged and loaded were 2.8 million tons, followed closely by Venice with 2.7 million. Trieste again embarked and disembarked the largest number of passengers, viz., 2.1 million, an increase of half a million compared with the previous year, Naples being second with one million.

The shipping laid up in Italian ports, owing to various causes at January 1, 1929, consisted of 150 mechanically propelled vessels with a gross tonnage of 261,478, compared with 155 vessels with a gross tonnage of 315,550 tons for similar reasons at the same date.

were 156, with a gross tonnage of 12,435.

Port Improvements. Steady progress is being made with the new port works at Genoa. The Vittorio Emanuele II. basin has now been completed by the coming into operation of its second pier. The basin, a further berth has been provided on Ponte Rubattino. This basin, reserved for coal and phosphates, possesses 2,100 metres of quay and 15 berths, served by 40 electric cranes, with an unloading capacity of 2,000 tons of coal per hour.

The Principe Umberto breakwater has been lengthened by 1,500 metres during 1928. The foundations have been finished on the extension by 40 metres of the Duca di Galliera mole towards the east, and the superstructure is likely to be completed in 1929. A large dry-dock, begun three years ago and capable of berthing Trans-Atlantic liners, was completed in 1928. The size of the drydock is 90,000 cubic metres. Six hundred metres of the projected 800 metres of the new breakwater Principe Umberto, covering the new Benito Mussolini basin, were finished during 1928. The first part of this basin consists of two piers 400 metres long and 130 metres wide, accommodating 15 vessels. The total capacity of the port for handling cargoes will be increased by about one-fifth as a result of improvements in this section.

At Leghorn an impetus to the development of the port has been given in recent years, the chief example of which is the new inner harbour now under construction. The estimate for this work, which was approved in 1923, is 84.5 million lire, of which the State is contributing 28 million lire and advancing the remainder against repayment. The scheme proposed

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vides for three large docks and two basins, with 7,300 metres of deep water quays and 1,300 metres of shallow water quays for coasters. The total area of the new port will be about 740 acres. The work at present contracted for, however, only comprises part of this, viz., the first dock with 1,800 metres of quays and a depth of 9 metres alongside; the approach connecting the dock with the existing Vittorio Emanuele, an oil wharf, 1,300 metres of quay with a depth of 4 metres along the approach, and the Bacio Meridionale, the filling in and leveling of the surrounding land to form the industrial zone. The work is expected to be completed in 1930.

A decree of April 3, 1928, amended the law regarding anchorage dues. It provided that vessels engaged on pleasure cruises, on entering Italian ports from abroad, have the right to pay instead of the anchorage dues a charge of 1.25 for each passenger disembarked, and who re-embarks in other ports provided that the said passenger is on board when the vessel leaves the country for a foreign destination. The exercise of this facility is independent of the reduced rate and of the charge of L.40 that may be payable for goods loaded or discharged, and for passengers permanently disembarked or embarked for the first time in the country. The charge of L.15 will be paid once only, regardless of the number of times the same passenger disembarks and embarks in various localities.

WARSHIPS HERE

The following are the warships at present in harbour:—
At the North Basin:—H.M.S. "Tamar."
At the North Arm:—H.M.S. "Sandwich" and "Sterling."
In Dock:—L.R. No. 7 Buoy:—H.M.S. "Moth." No. 3 Buoy:—H.M.S. "Clelia." U.S.S. "Man-of-War."

MOVEMENTS OF STEAMERS

The C.P.S. R.M.S. "Empress of Russia" arrived at Nagasaki on August 8 (Thurs.) at 5 a.m. left Nagasaki on August 9 (Thurs.) at 1 p.m. and is due at Shanghai on August 9 (Fri.) at 4 p.m. She leaves Shanghai on August 10 (Sat.) at 10 a.m. The C.P.S. R.M.S. "Empress of France" from Hong Kong on July 31, left Yokohama on August 8 at 2 p.m. and is due at Vancouver on August 17.

HULL INSURANCE

SHIPOWNERS & UNDERWRITERS IN NORWAY

PROTEST AND REPLY

The Shipowners' Association of Norway has addressed a strongly-worded protest to the Central Association of Marine Underwriters against the action of the Hull Committee in quoting, as is alleged, premiums for ships without the authority or the knowledge of the owners. It was the intention of the association that its own Insurance Committee, which is assumed to stand in friendly relations with the Central Association of Underwriters, should take up the matter with the latter, but as the Insurance Committee will not meet for some weeks, the Shipowners' Association comes forward with the matter, as complaints are said to be daily received concerning quotations made without the knowledge of the owners, and it reserves the right of reverting to the problem when its committee has dealt with the matter.

The text of the protest and the reply of the Underwriters' Association is published in a recent issue of "Norges Handels og Sjøfartstidende." The Underwriters' Association states that so far as they know the Hull Committee has hitherto not quoted premiums for any ship unless an inquiry has been made about re-insurance from a company which stands outside the agreements, or from one of the mutual societies. If complaints are daily received that the committee quotes premiums without the knowledge of the shipowner, this arises presumably from the circumstance that the shipowner is not attentive to the fact that the hull committee has to quote premiums also for re-insurances.

Foreign Competition

The association proceeds to state that some shipowners insure their ships with foreign underwriters without inquiring about the premiums in the Norwegian market, and consequently without affording the Norwegian underwriter an opportunity to compete for the business. Norwegian underwriters find that they ought to take up competition with the foreign companies in regard to the ships of these nations, and in order to be able to give the owners an offer they must have a premium quotation from the Hull Committee, which the committee itself must give. The committee cannot admit that there is any encroachment on the business of the shipowners through a Norwegian underwriter making them an offer to insure their ships. On the contrary, it is considered to be natural for a hull insurer, as any other underwriter, to have the right to display activity in getting new business, and the idea that underwriters shall be dependent upon waiting for business is said never to have been put forward before. The companies which are members of the Hull Committee in every case have based their business upon their activity in getting it, and the committee cannot refuse or hinder them in so doing.

Favourable Conditions

After having referred to the national support given to the shipbuilding industry and the right claimed by underwriters to be given the same facilities for competing with foreign companies, the association states that the native underwriters are quite clear that they can offer insurance conditions which will permit them to compete successfully with external underwriters. Many shipowners who formerly effected their insurances abroad have in recent times covered themselves in the Norwegian market, and the great majority now insure their ships in Norway. It is assumed from this circumstance that they do so because they find it favourable for their business interests, and the good hope is expressed that the other owners will soon come to the same conclusion, as the premiums for the insurance of Norwegian hulls as of

CANADIAN PACIFIC

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17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver	11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Leave	Arrive
Aug. 21	Aug. 24	Aug. 27	Aug. 29	Sept. 1	Sept. 2	Sept. 9
Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 14	Sept. 15	Sept. 21
Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 5	Oct. 6	Oct. 12
Oct. 9	Oct. 12	Oct. 15	Oct. 17	Oct. 19	Oct. 20	Oct. 26
Nov. 2	Nov. 5	Nov. 8	Nov. 10	Nov. 12	Nov. 13	Nov. 19
Nov. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 23	Nov. 24	Nov. 30
Nov. 27	Nov. 30	Dec. 3	Dec. 5	Dec. 7	Dec. 8	Dec. 14
Dec. 18	Dec. 21	Dec. 24	Dec. 26	Dec. 28	Dec. 29	Jan. 4
Jan. 15	Jan. 18	Jan. 21	Jan. 23	Jan. 25	Jan. 26	Feb. 1
Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 15	Feb. 16	Feb. 22
Feb. 28	Mar. 1	Mar. 4	Mar. 6	Mar. 8	Mar. 9	Mar. 15
Mar. 19	Mar. 22	Mar. 25	Mar. 27	Mar. 29	Mar. 30	Apr. 5
Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 12	Apr. 13	Apr. 19

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

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" " " " " " " "	H.K.\$100.00
" " " " " " " "	H.K.\$95.00

* Tickets sold at above rates will be valid for return passages up to 30th September, 1929. Final limit of sale 25th September, 1929.

HONG KONG—MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Aug. 13	Aug. 15	EMPRESS OF RUSSIA	Aug. 16
Aug. 27	Aug. 29	EMPRESS OF ASIA	Aug. 30

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[1,068 tons—Capt. Trotter.]

AUGUST

SUN. 11th WED. 21st
FRI. 16th TUES. 27th

S.S. "TAI MING"

[549 tons—Capt. G. J. Spink.]

AUGUST

FRI. 9th SUN. 25th
WED. 14th FRI. 30th

For information apply to

KWONG WING CO.,

67, Connaught Road West,

Phone: Central 893.

LOYD ROYAL BELGE

FIRST STEAMER DUE HERE NEXT MONTH

In connection with the recent announcement by Reuter of the intention of the above Company to establish a monthly service from the Continent to the Far East, it will doubtless interest merchants to learn that the first steamer, the "Caucasien," sailed from Antwerp on 4th instant and is expected to arrive in Hong Kong about 11th prox.

The Bank Line, Limited, have been appointed General Eastern Agents, while the interests of the line in Canton will be in the hands of Messrs. Siemens & Co. All vessels will proceed to Pacific Coast and cargo will be accepted for Vancouver, Seattle, Portland, etc., from ports of call in the Orient.

The Lloyd Royal Belge, as its name implies, is a Belgian Company and owns 22 steamers aggregating about 110,000 tons gross.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE

S.S. "CITY OF ATHENS" London, Rotterdam, Amsterdam & Hamburg 9th August.

NEW YORK, BOSTON, & BALTIMORE AMERICAN & MANCHURIAN LINE

S.S. "CITY OF CANBERRA" via Suez Canal 10th September.

S.S. "CITY OF NORWICH" via Suez Canal 6th October.

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S.S. "TINHOU" 12th August.

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Port of Call, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
*KIDDERPORE	5,334	15th Aug.	Straits, Colombo & Bombay.
MALWA	10,980	17th Aug.	Bombay, Marseilles & London.
KEASIMIR	8,385	31st Aug.	Marseilles, London & Hull.
MORCA	10,953	14th Sept.	Bombay, Marseilles & London.
MANTUA	10,946	28th Sept.	Straits, Colombo & Bombay.
*MIRZAPUR	6,715	2nd Oct.	Straits, Colombo & Bombay.
*ALIPORE	5,273	9th Oct.	Straits, Colombo & Bombay.

*Cargo only. *Calls Casa Blanca.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

*TAKLIWA	7,936	15th Aug.	Singapore, Penang & Calcutta.
TALMA	10,000	31st Aug.	Singapore, Penang & Calcutta.
DALGOMA	5,953	4th Sept.	Singapore, Penang & Calcutta.
TAKADA	6,949	5th Sept.	Singapore, Penang & Calcutta.
TILAWA	10,006	4th Oct.	Singapore, Penang & Calcutta.
TALAMBA	3,013	8th Oct.	Singapore, Penang & Calcutta.

*Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,956	30th Aug.	Manila, Sandakan, Thursday Island.
ST. ALBANS	4,500	4th Nov.	Townsville, Brisbane, Sydney & Melbourne.
ARAFURA	6,000	1st Nov.	
TANDA	6,956	29th Nov.	
ST. ALBANS	4,500	3rd Dec.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S. S. Co., Ltd., steamers will also call at Shanghai, Hoilo, Cebu, Kolambuan, Savau, Timor, Darwin, or other ports en route as indicated on the schedule.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

MOREA	10,953	16th Aug.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	6,949	17th Aug.	Amoy, Moji, Kobe & Osaka.
*SHEAFMOUNT	5,273	20th Aug.	Shanghai, Moji, Kobe & Yokohama.
KARMALA	5,128	30th Aug.	Shanghai, Moji, Kobe & Yokohama.
*MIRZAPUR	6,715	2nd Sept.	Shanghai, Moji, Kobe & Yokohama.
*NAGORE	5,283	4th Sept.	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	10th Sept.	Amoy, Moji, Kobe & Osaka.
TILAWA	10,006	11th Sept.	Shanghai, Moji, Kobe & Osaka.
ALIPORE	5,273	18th Sept.	Shanghai, Moji, Kobe & Osaka.
MANTUA	10,946	17th Sept.	Shanghai, Moji, Kobe & Osaka.
TALAMBA	3,013	25th Sept.	Shanghai, Moji, Kobe & Yokohama.
*KIDDERPORE	5,334	27th Sept.	Shanghai, Moji, Kobe & Yokohama.
KALYAN	—	29th Sept.	Shanghai, Moji, Kobe & Yokohama.
*NELLORE	—	29th Sept.	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carriage steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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SAILINGS FROM HONG KONG.

S.S. "CITY OF CANBERRA" Via Suez Canal 10th September

S.S. "PYRAHUS" Via Suez Canal 30th September

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

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BUTTERFIELD & SWIRE OF THE BANK LINE, LTD. Hong Kong

Hong Kong & Canton JARDINE, MATHESON & CO., LTD. (Canton)

SCOTTISH YARDS

PREPARING FOR THE RECENT

SUMMER HOLIDAYS

HALF YEAR'S OUTPUT

The main feature of interest in Clyde shipbuilding recently is the preparation for the annual holiday period which begins soon, writes the Clyde correspondent of the "Journal of Commerce". Shipyard and engineering works will then be closed down for a fortnight, and from ten days to a fortnight, and there is at present much activity in the winding up of such work as is in the final stages of completion.

In view of the July holidays the output of new tonnage in June is usually well above the average of the other months, and this year is no exception. With the exception of March, when an unusually large number of big ships were put into the water, the output of new tonnage last month was greater than for any of the previous months of the year. An output of 30 vessels of about 39,000 tons is a substantial amount, even for the Clyde yards, and it shows no signs of falling off. This brings up the half-year's output to 118 vessels of nearly 286,000 tons, which is slightly less than the amount launched at the corresponding date last year, but it is nearly double the amount for the first half of 1927. In the half-year immediately preceding the outbreak of the war, there were launched on the Clyde 129 vessels of a total of 267,000 tons, which is about 19,000 less than for the past half-year.

New Work

An encouraging feature of the situation is that new orders were reported more freely during June than in the preceding month, and the order book so far as the announcement of new work was concerned, but in June a substantial amount of tonnage was placed on the Clyde, while a few orders also went to east coast firms. Perhaps the most important individual order reported was that booked by Messrs. Lithgow, Limited, Port Glasgow, for two additional motor tankers, each of 13,000 tons, making four in all which that firm are building for the United Mail Steamship Co., Ltd., London. Orders for two large twin-screw motorships were also placed during the month by Messrs. Holt and Co., of Liverpool, with Scottish firms, one vessel to be built by Scott's Company, Greenock, and the other by the Greenock Company, of Dundee. Messrs. Barclay, Curle and Co. booked an order for a 13,500 motor tanker for Norwegian owners, and the Rhyolwood Company an order for a passenger and cargo steamer for New Zealand.

The industry has fortunately been free from labour troubles for a considerable time, but the shipyard joiners are again showing some signs of unrest in connection with their claim for an advance of wages to the extent of 2s. 6d. The Greenock branch of the Amalgamated Society of Woodworkers sent a protest to the Executive Council suggesting the adoption of drastic action to enforce their demand for a wages increase.

Most of the new vessels which have been running trials will be completed and handed over to their owners before the yards close down for the holidays, and one or two more will be ready for speed tests. Outstanding among these is the new Brockbank liner "Markhor", which Messrs. Wm. Hamilton and Co., Port Glasgow, have built for the well-known Liverpool firm. This steamer, which is 7,300 tons gross, is due to be dry-docked at Glasgow for hull-cleaning and painting, previous to going, on the measured mile. The dry-docking will be carried out for Messrs. Hamilton by the department of Messrs. Alexander, Stephen and Co., Ltd., Glasgow, who are the shipyard house. The "Markhor" was launched about the middle of May last. Her single-reduction geared turbines were supplied by Messrs. David Rowan and Co., Glasgow, and during construction the vessel was superintended on behalf of the owners by Messrs. A. Goodwin-Hamilton and Adamson, of Liverpool.

Recently Messrs. D. and W. Henderson completed and handed over to her owners the cargo steamer "Baron Ramsay", the first of a half dozen new vessels which the Clyde firm of Messrs. H. Hogarth and Sons are adding to their fleet at the present time. A sister ship, the "Baron Ramsay", is now being fitted out by Messrs. Henderson, who have at their disposal the river Kelvin no fewer than three new ships fitting out. In addition to the "Baron Ramsay", they are completing two railway steamers, the "Irwin"

HONG KONG TIDE.

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components from the result of the analysis of the tidal observations, taken at the Kowloon tidal observatory, under the direction of Dr. Doherty during the years 1887, 1888 and 1889.

The times and heights are given for Kowloon, but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small. The times of high and low water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

August 9 to 15, 1929.

Date	High Water	Low Water
August 9	Standard Time 8.1	Standard Time 2.1
10	8.1	2.1
11	8.1	2.1
12	8.1	2.1
13	8.1	2.1
14	8.1	2.1
15	8.1	2.1

INDO-CHINA
STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
Shanghai via Swatow	YUSANG	Fri. 9th Aug. at Noon
Tian via S'ow & S'hai	YATSHING	Sun. 11th Aug. at Noon
Tian via S'ow & S'hai	CHAKSANG	Wed. 14th Aug. at Noon
Tian via S'ow & S'hai	KWANGSANG	Sun. 18th Aug. at Noon
Tian via S'ow & S'hai	KWANGSANG	Wed. 21st Aug. at Noon
Osaka via Amoy, Moji & Kobe	SUISANG	Thurs. 15th Aug. at Noon
Osaka via Amoy, Moji & Kobe	KUMSANG	Fri. 23rd Aug. at 7 a.m.
Osaka via Amoy, Moji & Kobe	HOSANG	Sat. 31st Aug. at 7 a.m.
Osaka via Amoy, Moji & Kobe	KUTSANG	Wed. 11th Sept. at 7 a.m.
Spore, Penang & Calcutta	NAMSANG	Sat. 10th Aug. at 3 p.m.
Spore, Penang & Calcutta	YUENSANG	Mon. 19th Aug. at 3 p.m.
Sandakan	HINSANG	Mon. 12th Aug. at 3 p.m.
Tientsin	CHIPSING	Fri. 23rd Aug. at 10 a.m.
Tientsin via Wei Hai Wei	CHEONGSING	Tues. 3rd Sept. at Noon

For Freight and Passage apply to:—

JARDINE, MATHESON & CO., LTD.,

Telephone Central 215.

General Managers.

and the Goschen, for the South India Railway Company.

New Railway Steamer.

After running trials on the Fifth Clyde, the first passenger steamer of the "Vienna" which Messrs. John Brown and Co. have built for the London and North Eastern Railway Company's service to the Continent, has returned to her builders' basin at Clydebank to complete fitting out.

This vessel, which was launched by Messrs. Brown in April last, is the first of three which that firm are building for the L. & N.E.R. Company. The two sister ships are to be named "Vienna" and "Amsterdam" respectively. They will represent the last word in comfort and luxury on the crossing between Harwich and the Hook of Holland. On the "Vienna", which is now almost ready for service, sleeping accommodation is provided for 450 first-class and 100 second-class passengers. There are four large and luxuriously furnished cabins de luxe. Each of the vessels will have a sea speed of 21 1/2 knots.

When the "Vienna" leaves Clydebank there will still be in the fitting-out basin the two large liners "Rangitane" and "Rangitane", which Messrs. Brown are completing for the New Zealand Shipping Company. The former vessel was launched as recently as May, but the "Rangitane" has been fitted out in the basin since March, and the stocks for the 40,000-ton express Atlantic liner for the Canadian Pacific Steamships, Ltd., the two L. & N.E.R. steamers, already referred to, and a couple of destroyers for the British Admiralty. The destroyers, which are to be named the "Achates" and the "Achates", are of the same class as the "Arden", launched by Messrs. Scotts, Greenock.

Shiprepairing
The drydock accommodation at Glasgow is fully occupied, and at certain of the repair establishments there is some pressure of work to get repair jobs completed before the yards close for the annual holiday period. The graving docks at Govan are fully occupied, and the "Rangitane" is being repaired. The Pacific Steam Navigation Company's motorship "Laurier", and the Furness-Withly liner "Pacific Pioneer".

At Elderslie, Messrs. Barclay, Curle and Co. have had two of the Blue Funnel Line fleet in for repairs, the "Monelaus" and the "Telamon". A couple of Clan liners have also been at the dockyard for overhaul, one of them being the "Clan Macbean", into which new stern tubes were fitted. At their Clyde-side works, Alexander, Stephen and Co. have a couple of Ellerman-City liners, the "City of Benares" and the "City of Birmingham", both for deck and engine repairs. Among smaller vessels overhauled by the firm were the cargo steamers, the "Rhinecland" and the "Sunderland".

Messrs. Alexander Stephen and Sons have had a substantial amount of work on hand, one of the most important contracts being the fitting of additional passenger accommodation on the Anchor liner "Britannia".

Some repairs were executed on the "Anchorage", another vessel of the same fleet, and on the cargo steamers "Fidhorn" and "Michael Tricou".

The "Furness-Withly" liner "Pacific Exporter" has also been overhauled by Messrs. Stephen.

Messrs. D. and W. Henderson have the steamer "Eacburn" belonging to Messrs. Lamport and Holt, Liverpool, in the Meadowside Drydock, and at their wharf in the Kelvin some overhaul work is being carried out on the cargo steamer "Garibaldi".

WHALING COMPANY

TO CHANGE HANDS

According to an Oslo message, the newspaper "Morgenbladet" states that negotiations for the sale of the Atlas Whaling Company to British interests are well advanced, and that an official announcement may be looked for shortly. The price to be paid for the shares, it is understood, will be 110 per cent.

The Atlas Whaling Company, states the "Financial Times", was formed on January 14, 1929, with a share capital of about 2275,000 in kroner, fully paid up. The company owns the passenger steamer "Stockholm", purchased from the Swedish American Line some time ago, and is now reconstructing it as a whaling factory. It has also placed a contract for the construction of four whaleboats with a Norwegian shipbuilding company, and is to deliver all these ships, ships are to be delivered in August and start on their first whaling expeditions to the Antarctic in September.

OLD TAYLOR

AGED BY TIME

M.S. "ASAMA MARU"

TRIAL SPEED 21 KNOTS

The N.Y.K. newly-built M/S "Asama Maru" of 22,000 tons, the first of a series of three large palatial passenger liners ordered for the Orient-California Service, was recently put through her official trials at Nagasaki, attaining the excellent speed of 21 knots per hour which is almost a record for Diesel engines.

This magnificent vessel, carrying the most luxurious and up-to-date equipment of any passenger liner, will make her maiden voyage from Japan to California in September. She will come to Hong Kong on December 3 and sail on December 11 on her first voyage from Hong Kong.

HARBOURS IN CANADA

The ever expanding trade of Canada is making increasingly heavy demands upon the transport and harbour facilities of the Dominion. During the past few years large railway extension schemes have been carried out and a programme of construction and improvement, involving an expenditure on the Canadian National Railway system of \$50,000,000, is at present under discussion at Ottawa. Again, a good deal of attention has recently been directed towards the Canadian canal system, and our readers will recall that several large reconstruction schemes are actually in progress. Generally speaking, the ports of the Dominion are modern and well equipped, but their resources, especially during certain seasons, are often severely taxed. Bearing this in mind, the news that the Dominion House of Commons has passed Bills providing for substantial loans for development purposes, to various harbour Commissioners in Canada, is of more than usual interest.

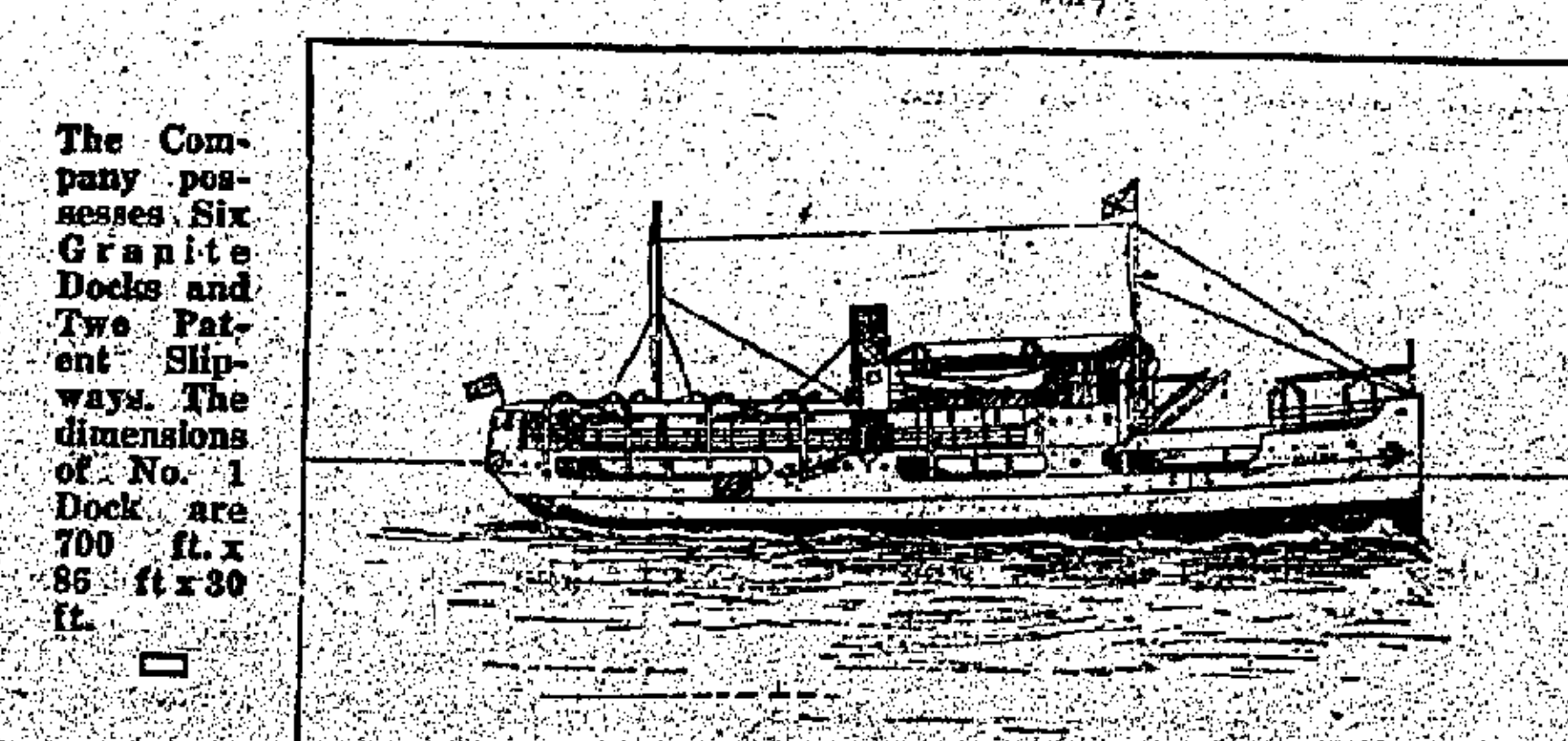
Five harbours, namely, Montreal, Vancouver, Halifax, Three Rivers (Quebec), and Chicoutimi (Quebec), are to share in the development scheme, the amount involved is \$30,000,000. The amounts to be expended at Montreal and Vancouver total \$10,000,000 in each case; \$5,000,000 will be spent at Halifax, and \$2,000,000 at each of the other three harbours and Chicoutimi. At Montreal, the new wharves and wharves will be reconstructed, and at the same time, three new berths will be built at the Laurier Wharf. In addition, the electric railway system will be extended to the grain-conveyer system enlarged, and further industrial wharves and berthing facilities provided.

At Vancouver a new ocean pier and a grain jetty are to be built, and wharves for the coasting and fishing trades, and fish stores and cold-storage plant and premises are to be erected. Important additions to the grain-handling facilities at the Port will also be made, involving an expenditure of some \$3,000,000. The need for these will be evident when it is stated that whereas 55,000,000 bushels of grain were delivered in 1924, no less than 97,250,548 bushels were handled in 1928. At Halifax, a pier, transit sheds and a revetment wall are to be constructed, and important addition made to the grain elevator to enlarge its capacity by 1 million bushels. Three rivers, an important manufacturing city and harbour on the St. Lawrence river, also serves Shawinigan Falls, Grandmère, and other growing industrial towns. The \$2,000,000 mentioned above in connection with harbour developments at Three Rivers will be expended on the provision of seven additional berths. The loan of \$2,000,000 to the harbour commission at Chicoutimi, an important port at the head of navigation on the Saguenay River, will be devoted to extending the wharf, at present under construction, for an additional 2,400 ft.—Engineering.

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Pres. Cleveland Aug. 13, 6 p.m. Pres. Jackson Aug. 31, 6 p.m.

Pres. Madison Aug. 17, 6 p.m. Pres. Taft Sept. 10, 6 p.m.

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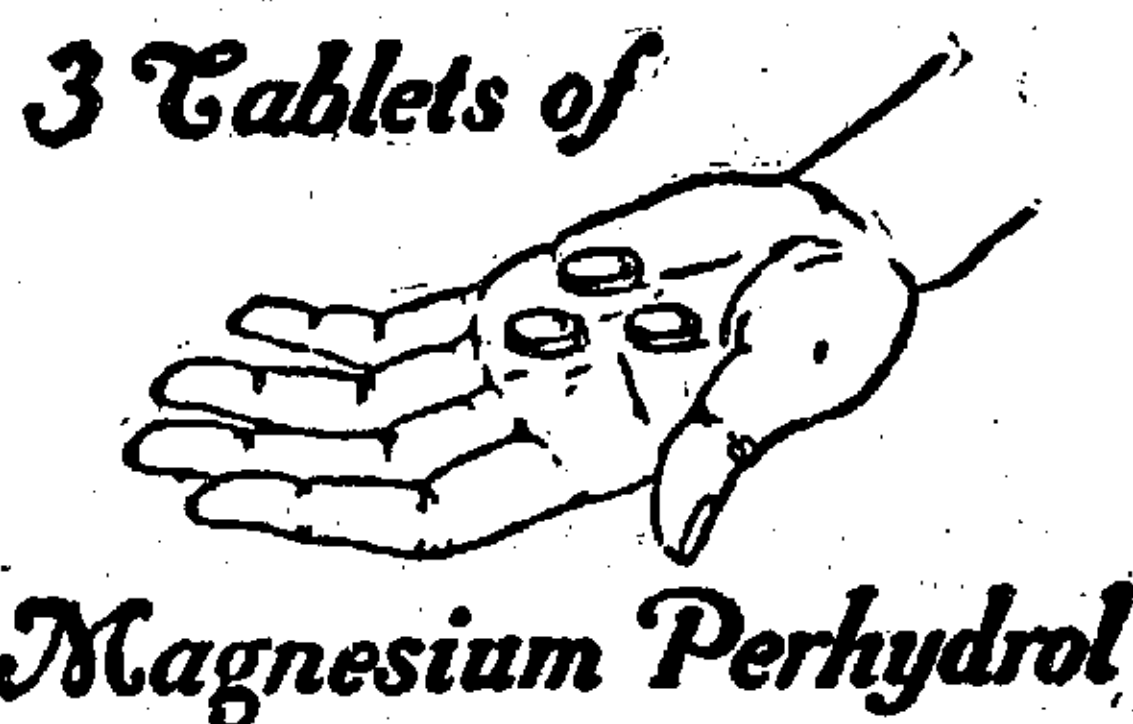
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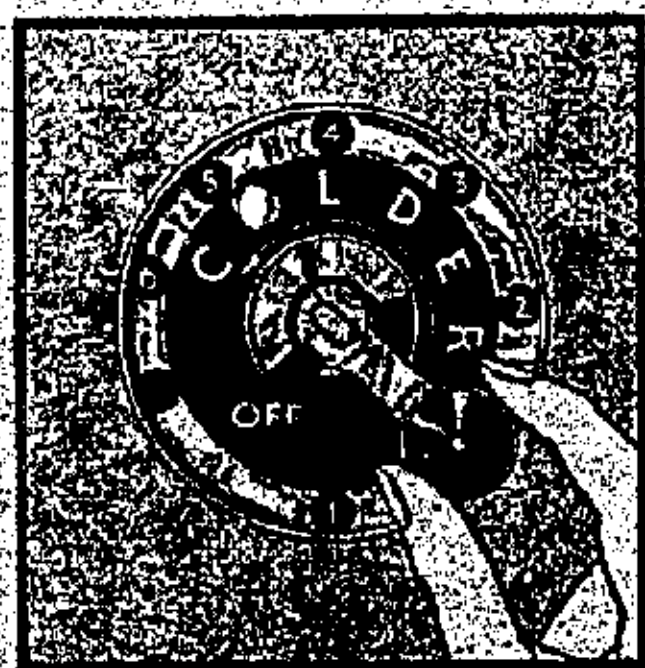
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Hong Kong, Friday, Aug. 9, 1929.

THE LION'S TAIL

Very properly, the British people and the British Government have come to the conclusion that the British lion's tail has been twisted quite enough—indeed a bit too much with reference to reparations' settlement—and that it is high time a more determined stand should be made by the British in the matter. The outcome of the experts' decisions in their recent protracted conference at Paris is so palpably unfair to us that it is inconceivable that either Sir Josiah Stamp or Sir Charles Addis (the British delegates) could have agreed to them. And yet we were told that the Young Plan, upon which the new allocation is based, was ultimately agreed to by the Experts' Committee. All along it was, of course, understood that the delegates' decisions were wholly subject to the decision of their respective Governments; and that being the case, probably Sir Josiah Stamp and Sir Charles Addis, tired of and disappointed with the conference, decided that the line of least resistance was, on their part, the most satisfactory in the circumstances. A clear statement from them would now do much too clear up a point that is, to say the least, vague and unsatisfactory. If they, in a minority, were merely outvoted and the Young Plan, carried in spite of their opposition, then Mr. Snowden's present attitude will be all the more logical and consistent.

But quite apart from the views of the experts, Mr. Snowden's attitude is perfectly justified. The Young Plan is flagrantly unfair to the British and consequently is rightly regarded by the Government as inadmissible. Mr. Churchill's views, expressed shortly before his Party went out of office, were precisely the same as those now being expressed—(perhaps a little more bluntly)—by the present Chancellor of the Exchequer. If modifications are desirable in the payment of the Reparations' settlements surely it is far from right that the brunt of the concessions made should detrimentally affect one of the Allies only. Surely all should shoulder the new burdens equally. On what logical grounds can France, Italy or any of the other Allies justify a contrary course? On the ground of economic instability? Clearly neither France nor Italy can make such a claim, for both countries are at present relatively in a much sounder economic condition than Great Britain. France, as a matter of fact, never was more flourishing and her taxation bears no comparison with that of the British. If the harmony of Conferences such as are being held at The Hague and such as was recently held in Paris is dependent upon the British shouldering all the burdens that arise then the sooner the better that a stronger and a firmer stand should be taken by the British Government regarding the matter.

We have incurred an enormous War debt to the United States—the repayment of which, at the present moment, finds us \$200,000,000 in arrears, when reparations and payments are balanced—and obviously unless a better and a more equitable balance can be effected we shall be in a financial quandary for centuries. It is an impossible state of affairs, and the sooner the better, it is to be hoped, for all concerned that our Allies take a juster, a more logical and more equitable grasp of the situation and its realities. The lion's tail has once again been twisted a little too severely.

One case of enteric fever (British) was notified yesterday. Yesterday afternoon, Mr. T. S. Whyte-Smith imposed a fine of \$5 on a Chinese who was found smoking a cigarette in the Court at the New Kowloon Magistrate's during the hearing of a case.

MR. LAI IM-TO

FUNERAL OF WELL-KNOWN
CHINESE

FOREIGNERS' TRIBUTES

Mr. Lai Im-to, manager of the Oriental Commercial Co., whose death from heart failure took place at his residence, No. 517, Nathan-road Kowloon, early yesterday morning, was buried in the afternoon.

The deceased was the third son of Mr. Lai Tak-kai, proprietor of the American Milk Products Co., and his two elder brothers are Mr. Lai Yim, catering supervisor of the Hong Kong and Shanghai Hotels, Ltd., and Mr. Lai Im-tong, of the fire department of the Union Insurance Society of Canton.

There was a large gathering of relatives and friends at the funeral, including a number of foreigners.

Floral tributes were sent by:—Queen's College Old Boys' Association, General Manager and staff of Union Insurance Society, Mr. and Mrs. J. L. Alves, Messrs. Paul Laufer, Banner, G. S. Archbutt, J. P. Bourne, P. R. Chichester, A. K. Dimond, Soenderman, W. A. Zimmern, Li Hin-ming, Leung Chung-san, Li Chung, Li Chuk-nam, Chan Man-chun, Fung Kit-ling, Cheung Tin-san, Chan Chit, Lam Pak-to, J. Kotewall, C. L. Gan, Li Woon-man, Cheung Yim-yan, Chan Man-chit, Wong Yau-sat, Siu Chan-pong, Chan Po-che, Chan Kok-ann, Chan Fook-lam, Li Chuen-chiu.

Messrs. Yee Fook Coal Co.; the Chinese staffs of the Peninsula Hotel, Hong Kong Hotel, Repulse Bay Hotel, and Peak Hotel; Managing Director and staff of the Oriental Commercial Co., Committee and members of the Chinese Club, Members of the Kowloon Tong Club, the Cheung Wah Hat Factory Co., the Hong Kong and Shanghai Hotels, Ltd., the Hong Kong Hotel, the Repulse Bay Hotel, and many others.

MR. G. RAPP

THE FUNERAL AT HAPPY
VALLEY

A LARGE GATHERING

The funeral of Mr. George (Gustav) Rapp, whose death at the Government Civil Hospital was reported in yesterday's "China Mail," took place at the Protestant cemetery, Happy Valley, last evening.

The chief mourners were Mr. F. Rapp (brother), Master George Rapp (son), and the Misses Irene and Kitty Rapp (daughters).

The service at the graveside was conducted by the Rev. G. T. Waldegrave, in the presence of a large gathering of friends of the deceased, including:—

The Hon. Dr. R. H. Kotewall, Dr. F. H. Kew, Dr. E. Law, Mr. and Mrs. W. Way, Capt. F. Baylis, Messrs. E. Manning, W. Naef, D. E. Clark, J. F. Grose, S. M. Churn, L. E. Lammer, J. Toppin, S. Jex, A. P. Greaves, J. D. Bush, A. Samy, J. Landolt, W. Sanger, W. Hall, E. Hausmann, C. Arnulph, G. Barbe, E. Bougon, J. Noronha, R. Pestonji, J. Pestonji, R. Basa, Sousa, Ho Wing, Choo, Po-sien, Wat Po-cheung, H. K. Hung, Li Fuk-ssau, Li Sik-ling, A. Leong Hing-kee, P. Leong Hing-kee, and Choo Po-yew.

The numerous floral tributes included the following:—From his sorrowing wife and son, his sorrowing mother, Walter and Vic, Fritz and Winnie, Sik Ling and Johanna, Ah Len, Mr. and Mrs. E. Manning, Elsie, Fook Chau and Sofia, Hon. Dr. and Mrs. R. H. Kotewall, Miss Law Sui-chen and Miss Chu Sau-fong.

A WEEK'S DISEASES

The following diseases were notified during the week ended August 3:

	Cases	Deaths
Small-pox	1	—
Diphtheria	1	—
Enteric Fever	7	2
Influenza	—	2

Of the enteric cases one was British, two Portuguese (imported), and one was Indian. The other three were Chinese (one imported).

On Tuesday one case (Japanese) of paratyphoid fever was reported.

Mr. E. W. Hamilton yesterday afternoon heard further evidence in the case in which seven Chinese are charged with victimising a number of local Chinese firms by means of an alleged "bucket shop" swindle. They are alleged to have opened a bogus firm called the King Fat Wing and ordered goods on credit. Yesterday the proprietors of a leather shop and a printing establishment, respectively, gave evidence and produced receipts to show that goods had been delivered to the King Fat Wing firm. The case was again adjourned.

Two Chinese appeared before Mr. T. S. Whyte-Smith at the Kowloon Magistrate's yesterday on charges of having deceived a young girl to Macao and there sold her into a brothel. They were found guilty and the first accused was sentenced to two months' imprisonment while the second man got one month.

Sixty members of the French Society of Engineers recently arrived at Edinburgh for a 2,000-mile tour of Britain.

FLOODS IN NORTH

RAILWAYS DAMAGED AND
WASHED OUT

REPORT FROM MANCHURIA

Peking, Yesterday. While Peking and district are blessed with perfect summer weather, heavy rain is still falling to the west and north-west, causing all the rivers to rise again.

Yangtsun, on the Peking-Tientsin Railway, is flooded by the north canal and it is feared that the railway will be damaged.

The Peking-Suiyuan Railway has suffered badly from Kalgan westward, the railway bed being washed out in many places, while three bridges are damaged, buildings have collapsed and the telegraph is damaged.

A message from Mukden states that so far as the railways are concerned, Mukden is isolated. The Liao and Hun Rivers have overflowed, damaging the tracks of three railways.—Reuter.

EUGENE PICK

SENTENCED BY SHANGHAI
COURT

Shanghai, Yesterday. The Shanghai Provisional Court has sentenced Eugene Pick, formerly Borodin's assistant, to nine months' imprisonment for forging the seals of the British and American Consulates.

Notice of appeal has been lodged.—Reuter.

[Pick is alleged to be Russian and to have assisted the British in intelligent work. He was tried for alleged fraud on a Chinese for whom he was said to have promised to obtain permission for a gambling house.]

AUTHOR'S TRAVELS

GOES TO CANADA FOR MORE
MATERIAL

New York, June 14.

Interested in following the present northward settlement and development of Canada, Mrs. Maude Radford Warren, of Ithaca, N.Y., author of several books, short story writer, whose articles have appeared in the "Saturday Evening Post," is about to undertake an extensive trip into the Dominion for new material.

Travelling over the lines of the Canadian National Railways as far north as Fort Churchill on Hudson Bay, and visiting in the west such spots as Jasper Park, Alberta, and Prince Rupert and Vancouver, B.C., she will spend the entire summer renewing acquaintance with a country she has known intimately in former years.

DRINKS FOR HOT DAYS

EGG SHAKES AND COCKTAILS

Cocktails are not the only things that can come out of the shaker. At this time of the year, when appetites are inclined to flag, we might well resort to the customs of our grandmothers and take egg flips and shakes as pick-me-ups. They provide concentrated nourishment, and can be made very appetizing.

Flips can be made with lemon, sherry, rum, champagne, ginger, or orange. The process is the same in each case. The shaker is half filled with broken ice, the yolk of an egg is added, and a tea-spoonful of strong sugar syrup. After this the flavouring is added—half a wine glass of lemon or orange juice, sherry or ginger wine, half that quantity of rum, or a whole glass of champagne. The shaker is then shaken up and down very vigorously for sufficient time to allow the contents to be well mixed. A dash of nutmeg can be added after the drink has been strained into a glass.

Egg shakes are made with eggs and milk, and a very good variety is made by filling the shaker half full of broken ice, adding a cup of new milk, an egg, a tea-spoonful (or more) of brandy, whisky, or rum, and a little sugar. Shake well, strain into a glass, and dust with nutmeg. Other variation of egg shakes can be made by lemon syrup, chocolate syrup, or vanilla flavoured syrup instead of the spirit, and a very excellent variation of a rum egg shake is to leave out the milk, and add a tablespoonful of ice-cream, and not quite so much ice.

Bull's milk is another good drink that can be made in a shaker, and for this no eggs are required. It is popular among hunting people and gives excellent nourishment on a hot day. Take half a pint of fresh milk and put it into the shaker with a little castor sugar and two-thirds of a glass of old brandy and one-third of a glass of Jamaica rum. Add as much cracked ice as the shaker will conveniently hold, and shake vigorously. The drink is served in a very tall tumbler, with a little powdered cinnamon on top.—"North China Daily News."

Sir Henry Drayton, chairman of the Ontario Liquor Control Board, recently left Toronto for England in connection with the Province's liquor supplies from English and Scottish brewers and distillers.

P'RAPs — P'RAPs NOT!

Johnnie had dined with his auntie. "Did you find auntie's Christmas pudding rich?" asked his mother. "Oh, no," he replied. "I only found one three-penny bit in three helpings."

Caller: "Is your husband a fast writer?"

Poet's Wife: "Fast? Why, I've got out seven lines of washing while he's been writing four of poetry!"

An Irishman, who had been advised by his solicitor to plead guilty as a first offender, stood in the dock.

"Are you guilty or not guilty?" asked the magistrate.

"Guilty, yer honour, and I've got witnesses to prove it," replied the prisoner.

The golfing novice finished his game and airily handed his score card to the secretary with the remark, "Two below bogey."

"But," protested the official, "this is nowhere near bogey!"

The novice looked hurt. "Compare the score," he said, "with the figures on the card, and you'll see."

The secretary looked.

"Great scot, man!" he roared, "that's the length of the course in yards?"

It was one of these sumptuous homes of the new rich. Before the blazing fire sat two men, cigars between their teeth, liqueurs at their elbows. The host was telling his friend of the enormous cost of keeping his son at the University.

"And the greatest expense of all," he bewailed, "is the languages."

"Languages?" said his friend, "What do you mean?"

"Well," replied the host, "listen to this. One item alone in this bill runs—For Scotch, fifty pounds."

They sat together in the pale moonlight, and he was proposing.

"Darling!" he cried passionately, "I would give the whole world, if it was mine, to hear you say that one word 'Yes.' When, oh when, will you say it, dearest?"

"I will decide on Saturday," she replied.

"I am sorry," he said, "but I can't see you at all on Saturday. We have got a very important match away."

"You look worried!" exclaimed a man to his friend. "What's the cause of it?"

"Oh!" was the reply. "I called on Miss Jenkins last night, and no sooner had I entered the house than her mother appeared and demanded to know my intentions."

"That must have been very embarrassing."

"Yes—but it was not the worst. Just as the old lady finished speaking her daughter shouted down the stairs: 'Mother, that isn't the one!'"

It was Monday morning and the "head" had arrived at the office in anything but a cheerful humour.

Outside his room two clerks were in quiet conversation.

"Hullo, Jinks!" said one. "I see you're all 'poshed' up in your new rigout. What's this for on a Monday?"

"Oh," replied the other, confidently, "I want to look smart. I'm going in to the 'boss' to demand an increase of salary."

"H'm," murmured his colleague. "You don't want your best suit on for that. It'd be more appropriate to don sackcloth!"

"And here is £100 in cash, Mrs. Boggins," said the smiling solicitor, "as some concrete proof of the huge fortune you lamented uncle has left you."

"May I be allowed to congratulate you on being one of the richest women in the country?"

Mrs. Hannah Boggins left the office with the money tucked away in a pocket of her mended skirt. She was not wealthy beyond any dreams she had ever found time to dream. Drudgery was ended; she could now afford to keep several servants; the years spent over a washtub or on her knees before the fireplace began to seem like an ugly nightmare. In her pocket at this wonderful moment lay £100, a mere morsel of what she was now worth!

It was wonderful!

She halted before a small drapery store, at which she had often stared enviously. She entered.

"That tablecloth in the window," she said to the young lady who came to her. "How much is it?"

"Six shillings, madam," replied the assistant, "but there is one here which is slightly damaged and soiled which you could have for 5/9."

"Mrs. Hannah Boggins eagerly fumbled for her £100.

"I'll have the soiled one," she whispered.

30,000,000 TAEIS

FIRST INSTALLMENT OF SHANGHAI LIGHT

AGREEMENT SIGNED

Shanghai, To-day. The sale agreement handing over the electrical department to the American and Foreign Power Co. was formally signed yesterday at the S.M.C. Secretariat by Mr. Edwardes, Secretary, on behalf of the Municipal Council, Mr. Samuel Murphy, attorney, and Mr. Franklin, on behalf of the buyers, after which Mr. McLaughlin, Manager of the National Bank handed the Council a letter of irrevocable credit for thirty-million taels, being the first instalment of the purchase price of eighty-one millions. —Reuter.

CANTON ITEMS

METHOD IN PAYMENT OF TAXES

Canton, Yesterday. It will be remembered that at the time of the recent trouble with Kwangtung, the Central Bank notes depreciated to such an extent that a regulation compelling the payment of all taxes in the ratio of 80 per cent in coins and 20 per cent in notes, the basis of the taxes being 120 per cent, in order to keep up the value of the notes. The notes are now approaching par, but the Government has not yet repealed the arrangement, although it promised to do so by August 1; and failure to do so has caused no little anxiety to the money market.

In an interview, Mr. Fan Ki-mu (Finance Commissioner) is reported to have stated that owing to a change in the financial plan the Government has not seen its way to cancel the arrangement of tax payment of 80 per cent in coins and 20 per cent in notes, but that as soon as the notes have all been redeemed it will announce its repeal on or about September 1.

Canton-Samsui Railway. As from August 7 the Canton-Samsui Railway ceased to exist as a separate institution, being merged into the Canton-Hankow Railway (Kwangtung section), to which all documents and files were formally handed over. Out of 167 employees, only 60 were retained, the rest being dismissed.

Asked by a Press representative as to what departmental changes would be made, Director Chan Yuen-mei replied that of the six departments, namely, the General Affairs, the Accounts, the Locomotive, the Works, the Transport, and the Police, the first two named will be done away with, while the rest will be known as sections instead of departments.

Silver Bullion. Although much mention has been made recently that the Central Government has been sending silver bullion for the Canton Mint to maintain the credit of the local Central Bank, very few have learned or seen its arrival.

This morning, however, a number of people witnessed the transference of a large quantity of bullion in sealed boxes from the Hong Kong, Canton and Macao Steamboat Co.'s wharf to three motor-lorries closely guarded by soldiers which, after being fully loaded, went towards east in the direction of the Mint.

Government Decisions. At the 2nd Council meeting of the Kwangtung Provincial Government, dealing with different petitions from various quarters, it was decided that all fields are to be measured according to standard measurements and that the taxes from such fields should be reduced by 20 per cent, per mu in order to lessen the hardships of the people; that the petition of the Public Roads branch office on Hainan Island be permitted to buy back the roads built by public subscription in the different districts (hsien); and that in accordance with the report of the Commissioner of Foreign Affairs at Swatow, the former Commissioner Chan Kang (during the regime under General Hsu King-tong) having gone, an order for arrest is to be issued.

Chinese Aviation. It is learned on good authority that the aviation field at Tai-sha-tau will be surrounded by a brick wall and that an all metal, hangar will be built to house all the planes. This step is rendered necessary by the several attempts being made by unknown parties to destroy the planes, especially during the last provincial trouble.

General Cheung Wai-tung (Chief of Aviation) is not returning to Nanjing for another two or three weeks. To enquirers, he says that he does not know what position he will get in Nanjing. —Canton News Agency.

AN EXPEDITION

DR. NANSEN'S PLAN WITH GRAF ZEPPELIN

Dr. Nansen has presented a modified plan for the great polar expedition next spring with the Graf Zeppelin, and it has been accepted by the other leaders of the enterprise. According to this idea, the European base for the expedition is to be removed from Murmansk to the Finnmark coast of Northern Norway, and the American base to Fairbanks, Alaska, instead of Nome. The erecting of mooring masts at both places is to begin as soon as possible.

Dr. Nansen sets forth as the principal aims of the expedition to the fixing of boundaries of the deep Arctic Ocean and an investigation of the possible landing places for dirigibles. With this and several attempts will be made to land. (Continued on next column.)

BEHIND HIS BACK

MAGISTRATE AND CRITICISM OF HIS WORK

A VIGOROUS PROTEST

At the Central Magistracy, this morning, Mr. E. W. Hamilton made a protest over a criticism which was said to have been levelled at him in connection with the case in which Andrew Tse, a Chinese owner-driver, was charged with negligent driving on the Beach-road, Repulse Bay, on the evening of July 13, when a collision occurred between his car and another owned by Mr. A. S. MacKichan, of Messrs. Leigh and Orange.

Immediately after he had taken his seat on the bench, Mr. Hamilton made reference to the fact that since the last hearing of the case there had been certain criticism that he, not being a motor car driver, should try a case of negligent driving.

His reply to such criticism is that a judge and a jury who tried a murderer, forger or robber, could not be said to have expert knowledge of the subject matter of the case they were hearing.

Who Is It? Mr. M. K. Lo, who appeared for the defence, inquired who his Worship meant in his remarks. Mr. Hamilton: I am not suggesting that you are the party concerned, Mr. Lo.

Mr. Lo: I am glad of that, and I beg respectfully to agree with your Worship's opinion. I have no doubt that if a person applies his mind to the matter before him, he can decide such a case on facts, without expert knowledge. The only advantage that I can suggest of having a driver Magistrate in such a case, is that one can get some sympathy on certain questions such as speed, etc.

No Nerve. Mr. Hamilton remarked that the persons concerned did not have the nerve to make their criticism to his face, but he had been informed that they did so outside. Mr. Lo: If the views had been entertained by me, I can assure your Worship that I certainly would have the nerve of saying so right across the bench now. The incident closed.

Only incidentally will a tour be made to the North Pole, but extensive plans are on foot to map the Siberian coast by photograph. The expedition is to last three weeks, and the start will be made early in April. During the whole of the flight the Zeppelin will have a double crew.

PORT HOLE LEVERS

THEFT FROM SHIP IN THE DOCK

JAIL FOR APPRENTICE

"About fifty of these port hole handles have been stolen up to now," said the prosecuting Sergeant at the Kowloon Magistracy this morning before Mr. T. S. Whyte-Smith, when a boiler maker apprentice was charged with the theft of one from the s.s. "Junot," which is undergoing repairs at the Kowloon Docks. Accused pleaded that he had not stolen, and that it was an old man who told him to. When the latter was asked in Court this morning if he did so, the reply was that he did not know accused.

His Worship: That is a funny way of repairing a ship. What will happen when she puts to sea. There may still be some of these levers of the port holes missing, which would render them useless. Do you want me to make an example of him?

Inspector Stimson: Yes, your Worship.

His Worship: By the way, what is the work of a boiler maker—Are they all apprentices?

Inspector Stimson: Yes, but a boiler maker is anything; he may be riveter or a fitter or any other engineering worker.

His Worship: Then it requires skill? —Not necessarily.

His Worship: One month's hard labour, for an example.

TO GROW THIN

CHOCOLATE CURE FOR WEAK HEARTS

Eat more chocolate and grow thin. That is the latest advice of the doctors.

"Investigations conducted by a German heart specialist for 25 years," said a Harley Street specialist, "show that, contrary to the popular belief, chocolate is the best for obesity. Experiments by the German specialist, Dr. Friedrich Bossert, also reveal that chocolate effects a permanent cure of weak hearts, neurasthenia, neuralgia, and 'nerves'."

"Chocolate has a rich lime content, and sufferers should eat plenty of foods that are rich in lime. Cocoa contains 5.7 per cent. of lime, almonds 8.81 per cent., walnuts 8.59 per cent.; coconut 4.82 per cent., and vanilla the remarkable figure of 27.4 per cent."

Other lime-containing foods that should be taken by stout people and sufferers from nervous disorders include brown sugar candy (14.6 per cent. of lime), beetroot (6 per

ROUND THE CINEMAS

"COHENS AND KELLY IN ATLANTIC CITY"

UNIVERSAL COMEDY

The ever popular screen comedy team, Cohen and Kelly, are together again in another lively picture, "The Cohens and Kellys in Atlantic City," which will be shown on Sunday and Monday at the Queen's Theatre. George Sidney is again the featured star in the latest of this laughable Universal series. Vera Gordon, Mack Swain, and Kate Price play the other featured roles. William J. Craft directed the picture, much of which actually was taken at Atlantic City. The squabbles of the business partners, Cohen and Kelly and their wives, make hilarious comedy which cannot fail to amuse. In this picture they are in the bathing suit business. How they stage a \$10,000 bathing beauty contest at Atlantic City, against their will, makes an interesting story, full of funny situations.

WILD ORCHIDS.

Romance In Java Of A Prince

Greta Garbo, co-starred with Lewis Stone and Nils Asther, are the only White people in Sydney Franklin's production, "Wild Orchids," showing at the Queen's Theatre to-day and tomorrow.

The producer has obtained the realistic Javanese portrayals, and in more than one scene are shown the dances of the servants and slaves in the luxurious house of Prince de Gaces (Nils Asther), who has as his guests, visiting the tea plantations in Java, Lewis Stone and Greta Garbo, who are married, but the husband has no time to adore his wife so she takes to the Prince.

In the last scene he is mauled by a tiger while out shooting in the jungle with Stone, and the wife leaves the Prince to his doctors while she returns and renews her love for her husband, as they leave the plantations. Metro News is shown in addition, while the music, in the capable hands of Mr. W. J. Hes, is excellent.

cent.), cream and milk.

"Sound, steady nerves are directly dependent on an adequate lime content in the brain. Irritability, restlessness, and twitching nerves are due to too low a lime content in the brain."

"People who have a strong bias for savouries and who seldom touch sweets or milk (as a beverage) will often be found to have weak nerves and short tempers. Bad hearts and bad tempers often go together."

"Vegetarians are quiet, well-controlled people, mainly because they eat a large quantity of nuts and drink a good deal of milk."

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN "CHINA MAIL"

Social Functions

To-day—Dinner Dances at Hong Kong Hotel, Repulse Bay Hotel and Peninsula Hotel, 8.30 p.m.

Aug. 29—At European Y.M.C.A. Kowloon, Flannel Dance, 9 p.m.

Entertainments

To-day—Queen's Theatre: "Wild Orchids."

To-day—World Theatre: "The Boxer Bride" at 5.15 and 9.20 p.m., "Remorse" (Chinese picture) at 2.30 and 7.15 p.m.

To-day—Star Theatre: "Red Lips."

To-day—Majestic Theatre: "The Big City."

Aug. 16—Promenade Concert, Parade Ground, Volunteer Headquarters, 9.15 p.m.

Home Mail

To-morrow—Inward from Europe via Negapatam ("Piave"); U.S.A., Japan and Shanghai ("President Wilson").

Land Sales

Aug. 12—At P.W.D. Offices, two lots of Crown land at Shek Shan, and Mong Kok Tsui, 3 p.m.

Miscellaneous

Aug. 10 and 21—European Y.M.C.A. bathing picnics.

Sports

To-day—V.R.C. Night Fete, 9.15 p.m.

Sept. 7—H.K.V.D.C. annual aquatic sports meeting at V.R.C., 9 p.m.

Meetings

Aug. 12—Meeting of Band Concert Committee, Volunteer Headquarters, 6.45 p.m.

Aug. 14—Meeting of Swimming Gala Sub-Committee (H.K.V.D.C.) 5.45 p.m.

Aug. 15—Meeting of Football Council, French Bank Bldg., 5.30 p.m.

IN OTHER PLACES

CHRONICLES FROM JAPAN TO JAVA

His Highness the Sultan of Pahang has appointed Tengku Kudin bin Tengku Samat to be Datu Setia Lela.

Mr. Hugh Millard, second secretary of the United States Embassy in Tokyo, will be transferred shortly to Teheran, Persia.

Mr. J. F. S. Carmichael, of Bukit Asahan Estate, Sengkang Division, Merlimau, returned from leave via San Francisco, by the "President Adams."

The Hungjiao Summer Diseases Hospital, Shanghai, was formally opened on a recent Sunday under the supervision of Dr. Chen Chuh-jen, who has been made director.

The 26th battalion of Gen. Hsiung Hsi-hui's 5th Division will engage in rifle and artillery practice at Lunghua. The people were warned not to take alarm.

At the Provisional Court, Shanghai, two Chinese were charged with having opium in their possession at No. 117 Boundary Road. They were remanded on \$100 bail.

Mr. E. J. Eliot, O.C.P.D., Kepong, has taken up duties as O.C.P.D., Kuala Lumpur North, acting for Mr. S. E. Smith, who is a patient in the European Hospital, Kuala Lumpur.

The engagement is announced and the wedding will shortly take place between Mr. John Lazaroo, of Messrs. A. Van Tooren, Port Swettenham, and Miss Mary Fredericks, daughter of Mr. G. C. Fredericks.

A Chinese was sentenced to eight months' imprisonment at the Provisional Court, Shanghai, charged with stealing a bicycle after he had broken the lock attached to it. The bicycle which was valued at \$65, was owned by a Japanese, and left outside No. 2 Kiuksiang Road.

The "North China Star" says that Tientsin real estate dealers may profit if the exodus from Harbin of wealthy Chinese continues. Several Chinese merchants have already arrived in Tientsin where they are endeavouring to obtain houses in the foreign concession.

Mr. Justice Stevens was recently unable to proceed to Kuala Lumpur to continue the Pahang Assizes, when the Chief Justice, Mr. L. H. Eppinstone, K.C., was compelled to adjourn owing to indisposition, and accordingly the principal cases were transferred to Kuala Lumpur, the first being heard by Mr. Justice P. A. Farrer Manby in the Supreme Court.

OLD TAYLOR

AGED BY TIME

Men More Dress-Conscious



Here we see Dan Healy in correct attire for business, no. Yet so-called civilized man wears these coats, and for the ladies, right. The shades of materials in each differ, it is true, one sporting a soft collar and the other a hard collar, but is one costume so radically different from the other as to make comfort the predominating note in either—especially when mercury hits the high spots? The answer is—

no. Yet so-called civilized man wears these coats, and for the ladies, right. The shades of materials in each differ, it is true, one sporting a soft collar and the other a hard collar, but is one costume so radically different from the other as to make comfort the predominating note in either—especially when mercury hits the high spots? The answer is—

HATS MAY SOFTEN, BUT NATURE REMAINS

SARTORIALLY speaking, men are strange beings and probably always will be. On the hottest of summer days the average city man steams around under a weight of eight pounds, six ounces of clothing, whereas the average woman has only a two-pound, ten-ounce resistance from traces of freshening breeze.

Shirts may grow lighter and hats softer, but the gentleman of fastidious taste, by his very nature, is loath to be seen around town in a light-colored shirt and a soft hat. He is loath to be seen around town in a light-colored shirt and a soft hat. He is loath to be seen around town in a light-colored shirt and a soft hat.

there is no doubt about it. They wear the conventional thing in dress, no matter what the cost. London men, for instance, will ride to business on a bicycle in a cut-away morning suit because that style is the conventional business dress, and because of no bicycle, the cumbersome attire must be worn.

The reason is quite apparent. In spite of men's continual harping about women being dress-conscious, he is really the one who is dress-conscious, as he proves by being so afraid to appear conspicuous. He feels that women are supposed to be gay and to do gay things, while he chafes at the idea of being conspicuous.

The fear of appearing ridiculous in originating a fashion innovation is not without basis. Recently a number of promoters of the short-for-comfort movement in London were hooded and bombarded on the Hyde Park pavements. Twenty-five years ago a more serious attempt was made in the United States of the same kind, but for no better reason, but the only lasting effect it had

was relieving the postmen of the embarrassment. At 90 degrees in the shade, coats are still the thing for all other men.

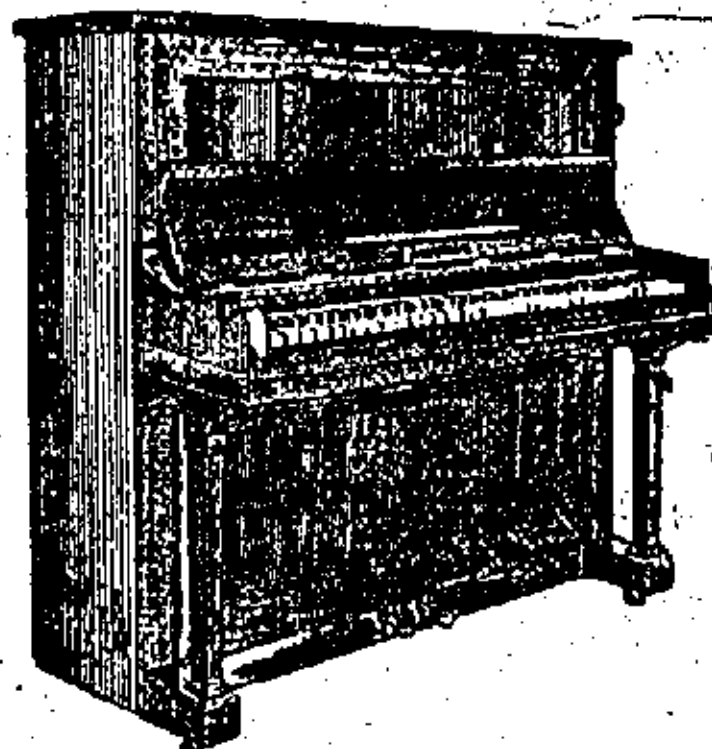
Perhaps the most daring dresser today is H. R. H. the Prince of Wales. An instance is recorded of his attending an affair at a boxer's club in London in a black sweater. It was revealed that he had come the sweater over a flannel shirt and trousers. Also that he got away with it. But that was the Prince of Wales.

Though it is a well-known fact that men's clothes are little altered year by year, nevertheless jumps by centuries show radical changes. colonial satin, and ruffles in Victorian cutaways and stocks, to twentieth century straight-line wool.

What about 1917? Why not unlined suits that are light and easy like women's dresses? Why not open-throat or collarless shirts and slacks, perhaps for the hottest days?

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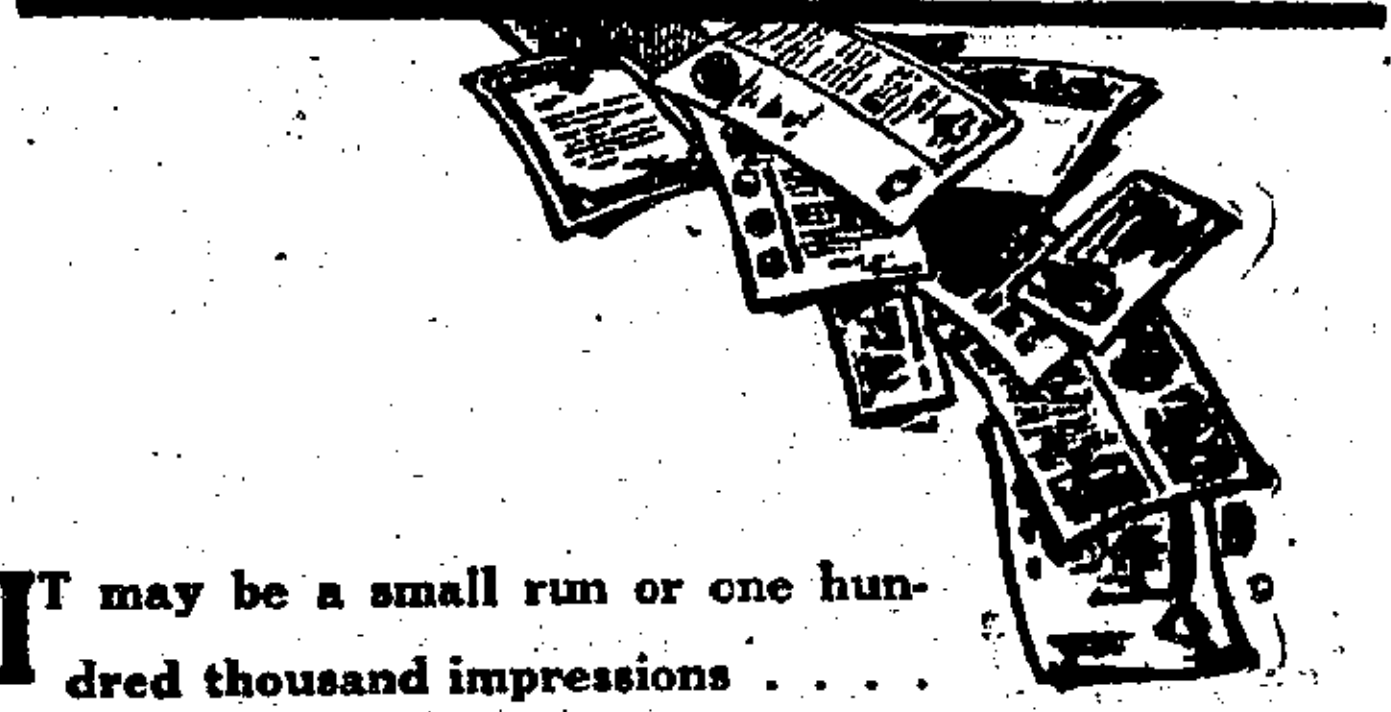
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VERA GORDON

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and **KELLY'S**
in Atlantic City
AT THE
QUEEN'S SUNDAY AND
MONDAY

AN APPEAL

WHAT THE PRIVY COUNCIL
HAS TO DECIDE

IS A WOMAN A "PERSON"?

For addressing her as "a woman," Mr. Bob Sawyer drew upon himself the hysterical reproaches of his landlady in the Borough. There are five women in Western Canada, however, who are so determined that members of their sex shall, for constitutional purposes, be described not as "women," but as "persons," that they are bringing an appeal upon the matter to the Judicial Committee of the Privy Council in London. The question to be determined is whether, under the British North America Act, women are entitled to be considered as "persons" who are qualified to sit in the Canadian Senate—the Upper Chamber of the Dominion Parliament. The question has been agitating leaders of the Feminist movement in Canada for some ten years. After the War the British North America Act was amended so that women were entitled to vote in elections, and to become eligible as members of the House of Commons. The point as to whether women were entitled to be appointed by the Governor-General as members of the Senate remained more or less in abeyance until some three years back. An appeal was then made on the subject to the Supreme Court of Canada. In April of last year this Court ruled that women were not to be reckoned among those "qualified persons" who may sit in the Senate.

Official Attitude

Although the Federal and certain of the Provincial Governments are upholding the negative side of the argument, they have offered no objection to the matter being referred to the Judicial Committee of the Privy Council. It would have been open to the Dominion Parliament to make such amendment to the British North America Act as would have ensured the eligibility of women for membership of the Senate. In such an event the amendments would have had to receive the sanction of the Imperial Parliament.

The actual appellants all reside in Alberta. The Hon. Irene Paribby was the first woman in the Empire to become a Cabinet Minister. She was given this rank in the Alberta Legislature in order that she might have the special oversight of women and children's interests. Mrs. Louise McKinney was the first woman to be elected to a Canadian Legislature, and Mrs. Nellie McClung is known throughout Canada as a writer and lecturer in the feminist movement. Mrs. Alice Jamieson, of Calgary, was one of the two first women in Canada to be appointed to the magistrister bench. None of the ladies figuring in the appeal will attend the proceedings before the Judicial Committee.

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—	
Bank, Wire	1/11
Bank, On demand	1/11 1/16
Bank, 30 days' sight	
Bank, 4 months' sight	1/11 3/4
Credits, 4 months' sight	2/-
Documentary 4 months' sight	2/- 3/4
On Paris—	
On demand	1192 1/2
Credits, 4 months' sight	1267 1/2
On Berlin—	
On demand	
On New York—	
On demand	46 1/2
Credits, 60 days' sight	48 1/4
On Bombay—	
Wire	120 1/4
On demand	129 1/4
On Calcutta—	
Wire	129 1/4
On demand	129 1/4
On Singapore—	
On demand	82 1/4
On Manila—	
On demand	93 1/4
On Shanghai—	
On demand	82 1/4
30 day's sight (private paper)	
On Yokohama—	
On demand	99
Gold Leaf, 100 fine (per tag)	
Sovereigns (Bank's buying rate)	10.05
Silver (per oz.)	24 3/16
Rar Silver in Hong Kong	24 1/2 dis.
Copper Cash	Nominal
Copper Cents	3% Prem.
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	32 1/2% dis.
Hong Kong Sub. Coin Par.	

LONDON EXCHANGES

London, Yesterday.	
Paris	128.975
New York	4.85
Brussels	34.89
Geneva	25.22
Amsterdam	12.11
Milan	92.775
Berlin	20.86
Stockholm	18.105
Copenhagen	18.215
Oslo	18.205
Vienna	34.425
Prague	164
Helsingfors	193
Madrid	38.16
Lisbon	108.20
Athens	375
Bucharest	818 1/2
Rio	57 1/2
Buenos Aires	47 1/4
Bombay	1/5 25/32
Shanghai	2/4 1/4
Yokohama	1/11 3/4
Hong Kong	1/11 1/2
Silver Spot	24 3/16
Forward	24 5/16

—British Wireless Service.

Rockefeller Turns Ninety Years

BORN—July 8, 1839, at Richmond, Tioga County, N. Y. Son of farmer-doctor in moderate circumstances.

TEN—Tracks turkey hen to stolen nest, recovers chicks, sells them in Fall. Puts out first \$30 savings at interest.

TWENTY—Had saved \$1,000, borrowed \$1,000 from his father and bought partnership in "produce firm" of Clark & Rockefeller, at Cleveland, Ohio.

THIRTY—Had bought out partner in oil-refining business for \$72,500.



and merged three companies as Rockefeller, Andrews & Flagler. FORTY—Head of Standard Oil Company of Ohio, with millions of borrowed money used in purchase of other refineries, and development of pipe lines. FIFTY—Head of Standard Oil Trust against which independent producers were beginning to protest with appeals to State Legislatures. SIXTY—Head of Standard Oil Company of New Jersey, combining twenty companies controlling petroleum, industry, trade, and sales under continuous attack by price and politicians known as "oil trust." SEVENTY—Standard Oil Company of New Jersey had been discovered by Government Rockefeller will as control of corporate interests. Had given \$35,000,000 to University of Chicago and distributed other large sums. Health failing rapidly and given short time to live. EIGHTY—Retired golf enthusiast showing remarkable vitality. In 1924 he had driven to Scotland. Devoted to philanthropy. NINETY—Still enjoying daily game of golf and good health. Has given away more than \$140,000,000. Generally regarded as benevolent.

T.T. on London	1/11
T.T. on Shanghai	82 3/4
Bank	
H.K. Bank	\$1235 n
H.K. London Reg.	\$1254 n
[Cum div.]	
Chartered Bank	\$1954 b
Mercantile A. & B.	\$324 n
Mercantile C.	\$1574 n
P. & O. Bank	\$294 n
Bank of East Asia	\$9074 n
Insurances	
Canton Insurance	\$630 n
Union Insurance	\$326 b
North China Insurance	\$160 b
Yangtze Insurance	\$1850 n
China Underwriters	\$2 s
China Fire Insurance	\$310 b
H.K. Fire Insurance	\$770 n
Shipping	
Douglases	\$274 n
H.K. Steamboats	\$244 s
H.K. Tugs & Lighters	
Indo-Chinas (Pref.)	\$474 b
Indo-Chinas (Def.)	\$70 n
Shell Transports (old)	\$2/6 n
Shell Transports (new)	
Union Waterboats	\$22 s
Mining	
Benguets	\$3.10 b
Kailan Mining Ad.	\$3/6 n
Langkats (comb.)	\$115 n
Langkats (single)	\$194 b
Shanghai Explorations	\$72 s
Shanghai Loans	\$444 n
Raubis	\$8 1/2 b
Tronoh Mines	\$21/- b
Docks, Wharves, Godowns, &c.	
H.K. Wharves	\$128 b
H.K. & W. Docks	\$324 b
China Providents	\$420 b 4.35 s
Hongkows	\$175 n
New Engineerings	\$18.15 b
Shanghai Docks	\$135 b

Cotton Mills	
Ewo Cottons	\$18.40 b 16/16 1/2 sa
Shanghai Cottons (old)	\$190 1/2 sa
Shanghai Cottons (new)	\$148 b
Loong Sings	\$110.40 b
Lands, Hotels & Buildings	
H.K. & S. Hotels	\$8.40 s
H.K. Lands	\$594 b 60 s
Shanghai Lands	\$1150 b 153 s
Hampreys' Estates	\$15.60 b
H.K. Realities	\$8.50 b
H.K. Territorials	
Prince's Buildings	
Public Utilities	
H.K. Tramways	\$18.70 b 18 1/2 sa
Peak Trams (old)	\$11.80 n
Peak Trams (new)	\$6.05 n
Star Ferries	\$64 1/2 b
China Lights (comb.)	
China Lights (old)	\$13.35 b
China Lights (new)	\$13 1/2 s
China Lights 1928 issue	
H.K. Electrics (old)	\$56 1/4 b
H.K. Electrics (new)	
Macao Electrics	\$26 1/4 n
H.K. Telephones	\$7 n
China Buses	\$14 1/4 b
Singapore Tractions	\$11/- s
Singapore Pref.	\$20/- s
Sandakan Lts.	\$2 1/2 s

Industrials	
China Sugars	.95 cts. n
Malabon Sugars	\$27 n
Canton Ices	\$2 b
Cements (comb.)	\$3.95 b
Cements (old)	\$7.70 b
Cements (new)	\$1.40 n
H.K. Ropes (old)	\$7 s
H.K. Ropes (new)	
United Asbestos	\$5 b
Stores, &c.	
Dairy Farms	\$194 n
Watsons	\$11.90 n
Dez. A. Wings	\$0. cts. n
Lana Crawford	\$14 n
Mackintosh	\$18 b
Singares	\$12 b
Wm. Powells	\$23 s
Miscellaneous	
H.K. Amusements	\$36 b
H.K. Constructions	\$1.55 b
B. Ind. G. & Bonds	\$4 1/2% n
H.K. Govt Loans	7 1/2% b prem.
Chinese Estates	\$99 s

A FEW EXERCISES

In these uncorseted days, particularly in an enervating climate, it is not always easy to keep the body well proportioned. For those who want to reduce their weight, the following exercises, if performed regularly, should work wonders.

Stand behind a chair or at the foot of the bed, and place the hands firmly on the support. Bend the knees until practically sitting on the heels, and then rise, and repeat the movement slowly about twenty times.

Next, stand with the heels together, stretch out the arms in front, gradually extending them in as wide a circle as possible, and forcing them back as far as they will go. Take a deep in-breath while stretching the arms out, and hold breath when making the circle. At the end of the movement exhale very slowly. This exercise should be repeated about a dozen times.

Kneel on the left knee and place the hands on the hips. Bend well forward, then backwards, and also to the right and left. Change knees and repeat the movement. Carry out these exercises on alternate knees about ten times. This sounds a very strenuous proceeding, but the regular habit of physical jerks can be quickly acquired, and one's general health as well as figure will benefit exceedingly.

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Normal transit of newspapers via the Siberian route has not been resumed. This is one of the reasons why the people in the Old Country are all the more anxious to read of latest developments in this part of the world. The Suez Canal route remains and, for the Homeward journey, all Hong Kong papers (except not too big cuttings which go as letters) are sent that way. Won't you post a copy of the "Overland" to a friend, who will be very pleased to read its contents?

The "Overland," as is generally known, is the only weekly news budget published in Hong Kong with pictures. This week's issue tells about "Red Thursday" (a predecessor of which was the Communist demonstration outside the Chinese Legation in London); about the improvement in water supplies; about the apathy of the British public towards their own interest in China; about the floods in the North and the disasters in Japan; and, in fact, all the "local" and "China" news of the week.

In the whirl of a trying Hong Kong summer rendered all the more unbearable by the acute shortage of water, letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and China news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at a one-and-only cost of H.K.\$3.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news, features and pictures from the daily "China Mail" that make a studied appeal to people with any interest whatever in Hong Kong, and many letters testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a chat to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time, the "Overland China Mail" has become the only weekly news budget which has pictures. It is made just to suit requirements, as it has done all along. What more could be desired?

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"THE OVERLAND CHINA MAIL"

Sport Columns

MALAYAN TENNIS

HONG KONG GIRL PLAYER IMPRESSES

Kuala Lumpur, Aug. 1. The Selangor Club courts where the Malayan Lawn Tennis championships are being fought out during the weekend, are in excellent condition, the special care and attention which have been bestowed on them during last week being supplemented by a welcome shower of rain early yesterday morning.

The curtain-raiser to-day was a ladies' doubles match in the second round, Miss Lo, of Hong Kong, and Miss Toby disposing of Mrs. Bucknell and Mrs. Codner in straight sets, 6-1, 6-4. The Hong Kong player made a very favourable impression on the crowd.

There were four ladies' singles in the afternoon. Court No. 1 was occupied by Miss Lo and Mrs. Bucknell. The Hong Kong player was steady and personified and won easily 6-4, 6-1 without being extended.

In the next court Miss Grenier beat Mrs. Hopkins, 6-4, 6-2. The winner's driving was superb and won her several aces.

Miss Toby, who is in excellent form, accounted for Mrs. Codner 6-3, 6-4.

The only match which ran into three sets was that between Mrs. Allin and Miss Aitken. The former won the first set at 6-8, and Miss Aitken annexed the next at 6-3.

The deciding set will be played to-morrow morning—"Straits Times."

CRAIGENGOWER LOSE TO S.C.A.A.

"C" DIVISION GAME

The S.C.A.A. beat Craigenower C.C. in the "C" Division of the Lawn Tennis League yesterday, on the Craigenower ground, by seven sets to two.

Scores:—
D. Clow and E. Hanson (C.C.C.) lost to Ng Kam-chuen and Choy Ping-fan 1-6, lost to C. S. Chan and H. W. Chan 3-6, lost to Ip Kan-ko and Mow Yuk-kwan 2-6.

A. B. Hanson and G. Kelly (C.C.C.) lost to Ng and Choy 0-6, lost to Chan and Chan 4-6, beat Ip and Mow 7-5.

V. Sousa and T. Hamet (C.C.C.) lost to Ng and Choy 3-6, lost to Chan and Chan 1-6, beat Ip and Mow 10-8.

POLO

PRINCE OF WALES' CUP AT HURLINGHAM

London, July 13. In an international polo match for the Prince of Wales' Cup at Hurlingham Ireland beat England by 7 goals to 5.

The scorers were: Ireland, E. Roark (four), H. Guinness (two) and J. Traill; England, Major Phipps Hornby, Captain McCreery, Captain Tremayne and Colonel Wise.

The Irish led at the end of the first two chukkers by 5 goals to nil, but in the third England scored three. They then took the score to 4-5, in the fifth chucker, but some fine movements brought two more goals to Ireland in the sixth.

England made a great effort in the seventh and scored towards the close.

CRICKETERS FETED

A.P.F. CHAPMAN ON AUSTRALIANS' COMING VISIT

London, July 13. The anniversary of the birthday of W. G. Grace coincided with a banquet at the Mansion House today by the Lord Mayor, Sir Kynaston Studd, to the M.C.C. side which toured Australia. The company included a son of the famous "W.G." Rear-Admiral Grace, Lord Harris, Lord Plumer, Lord Ullswater, Lord Allenby and Lord Desborough, Dr. Allington and Dr. Cyril Norwood.

Mr. A. P. F. Chapman, the successful skipper of the M.C.C. tourists, responded to the toast of the health of the team proposed by Lord Harris. He expressed that the Australians would make us go a long way when they came to England next season.

HOME RACING

IRISH HORSES SWEEP THE BOARD

THE TOTALISATOR

[By P. Lee Faulkner]
Peculiarly by a cleverly contrived notice, widely advertised and circulated, the totalisator on July 2 began its official career at Newmarket and Carlisle. The Racecourse Betting Control Board concluded their advertisement with the following declaration:

"The attention of all racegoers is drawn to the fact that by using the Totalisator for their bets they will be benefiting Charities, Horse-Breeding and the Sport of Horse Racing, as the surplus funds derived from the operation of the Totalisator will be devoted by the Board entirely to these objects."

More than \$14,000 was deducted from the wallets of the bookmakers at Newmarket and Carlisle by the new betting machines. In ordinary circumstances this money would surely have been invested with the knights of the pencil.

At Newmarket there was little fault to find with the "tote" arrangements, but at Carlisle the working could hardly be described as satisfactory. At times the indicator refused to function properly, and this failure necessitated the dividends being chalked on a blackboard. Nevertheless, the Board have every reason to be optimistic about the future. In the course of a short time the arrangements will be as perfect as they are in Paris and Calcutta, Bombay and Singapore.

So far as the labour question is concerned friends of the bookmaking fraternity must not fail to bear in mind that at Newmarket no fewer than 178 men were employed in working the machine. As regards odds, there was very little difference between the bookmakers' starting prices and the totalisator dividends. In only one instance was there a pronounced disparity. That was in the fifth race at Carlisle, where the "tote" disbursed a dividend of £13 7s. 6d. for a pound investment, the best offer of the bookmakers being 7 to 1. Colossal dividends were conspicuous by their absence.

Royal Win at Newmarket

There was great enthusiasm at Newmarket when the King Emperor's Magnum Bonum prevailed in the Hare Park Handicap of £736. The aged son of Pomernon won by five lengths from the consistent Adieu, who, however, was at a disadvantage of 23 lb. in the weights. Poor Man was the disappointment of this race. He was a 4 to 1 choice with the "books," but ran as if he were in need of a rest. Of course, the ground has been unkindly hard for the last ten days, and the conditions are such as to be distinctly displeasing to the majority of horses.

Teacup, was a 3 to 1 on chance for the July Two Year-Old Stakes, and the sturdy son of Tetratema duly won to place £1,530 to the credit of the Aga Khan's banking account. He is a rattling good juvenile, yet I happen to know that at Whatcombe there are two better babies who have yet to appear in public. Maid Marian, the runner-up, gave a most ungenerous display. She is by Hurry On out of Margaretta, a temperamental mare that used to delight in "downing" the lads at exercise. It appears that Maid Margaret has inherited the peculiarities of her dam, since she certainly has a kink in her character. There is no denying the powers of heredity.

It is common knowledge in racing circles that a well-known young sportsman had the best of the bookmakers at Ascot. On the Thursday he brought off a £1,000 accumulator on Fairway, Blenheim, Royal Minstrel and Sir Cosmo, and, in this daring way, netted close on £22,500. Will such bets be made on the totalisator?

Remarkable Irish Successes
Irish horses have succeeded in winning nearly all the important flat race handicaps of the current season. Four Irish animals also filled the first four places in the Grand National. Then Mr. Jinks prevailed in the 2,000 guineas at Newmarket, while Salisbury captured the Irish 2,000 guineas at the Curragh. Both hail from the Emerald Isle, as does Trigo, the sensational winner of this year's Epsom Derby.

At Ascot the stake money amounted to nearly £63,000. Of this huge sum close on £30,000 fell to the prowess of horses bred in Ireland. English horses accounted for £28,640; while the French representatives had to be satisfied with £4,185. Further Irish successes have to be reported in the Pitmen's Derby as well as in the Irish Derby.

For the first mentioned event, a two-mile affair, there were thirteen contenders, and the race provided a heart-stirring struggle. It resulted in "Ranji's" Ballynahinch landing a 10 to 1 chance by a head from the very strongly supported Buoyant Bachelor, who, in turn, was only a short head in front of Alacrity. Ballynahinch is a very powerful son of Captivation and Avon Hack. He was bred close to the Curragh by Major D. Dixon, and, in 1925, was acquired privately by the Jam Sahib of Nawanganah through the agency of his trainer, Alfred Sadler. Buoyant Bachelor, the narrowly defeated runner-up, is a son of the great Irish sire, Bachelor's Double, while Alacrity, a resolute son of Achtol, was bred in Ireland.

Kopi's Record Time

Mr. S. Joel went across to Ireland to see his horse Kopi win the Irish Derby in the fastest time on record. It is many a long day since so vast a crowd attended a race-meeting at Irish Headquarters. Kopi is bred in the blue for he is by Spion Kop out of Suncroft, a Sunstar mare that traces in direct tail-female to Admiralty, the dam of Pretty Polly. Colonel Loder decided to sell Kopi as a yearling in view of the fact that the three preceding children of Suncroft had not done very well on the race-course. In these circumstances, Kopi was put up to auction at Ballsbridge and obtained cheaply by Mr. James Burns for 850 guineas.

After a few months he was transferred to Mr. Joel for £3,000 who thereby secured an excellent bargain. The Irish Derby put £4,135 in stake money alone into his pocket, and, in due course, Kopi is almost sure to win the Scottish Derby and the Irish St. Leger. Second place was filled by another Irish colt in Star Eagle, a strongly-made son of White Eagle that John Count McCormack, the singer, weeded out of his stable last year for £500. Third place was obtained by Cragadour, the non-staying English bred colt for whom Count McCormack gave £12,000 to Lord Astor a few weeks ago. Such is the luck of racing.

At Sandown Park on Saturday, June 29, two important events were decided. These were the June Rose Handicap (1 mile, 5½ fms.) in which Coster Boy, a staying son of Son-in-Law, credited Mr. Singer with £1,326; and the British Dominion T.Y.O. Plate whereby Grace

Darling won £915 for Lord Dewar. Both these horses were ridden by F. Fox who, all told, must have had a thoroughly enjoyable afternoon. He was on the back of six horses and steered five of them to victory. This is a wonderful performance for a man who has worn silk for over a quarter of a century.

LAWN BOWLS

A TWO RINK FRIENDLY GAME

P.W.D. DEFEATED

Playing on two rinks only in a friendly contest, the Hong Kong Electric Co. defeated the P.W.D. by five shots at North Point yesterday. Scores:

H.K.E. Co.	P. W. D.
A. F. Tarbuck	A. C. Burford
C. H. Coutts	J. Howe
J. T. Lunny	H. H. Rose
A. Webster	W. E. Hollands
L. de Rome	E. B. Reed
F. F. Duckworth	E. W. Carpenter
H. F. Akehurst	Carr
L. J. Davies	F. Sutton
(skip)	(skip)
18	17
16	32

FOOTBALL

MEETING OF COUNCIL ON THURSDAY

A meeting of the Council of the Football Association will be held in the Association offices, French Bank Building at 5.30 p.m. on Tuesday. The business is formal.

"LOK SUN" ENQUIRY

(Continued from Page 1.)

"Kau Sing's" Part
Re-examined by Mr. Bruton, Capt. Edmondson said that the "Kau Sing" anchored about a quarter of a mile away from the "Lok Sun" and passengers had to be rowed out to her by boats. The sea was choppy at the time. When the Talook tug came on the scene, it was able to get alongside the "Lok Sun."

The next witness called was Chan Pak-san, who said that he was the third engineer. He was in the engine room on the night and morning in question. Nothing happened up to 1 a.m., but at 1.30 a.m. the telegraph rang for the engine to stop.

Cross-examined by Mr. Bruton, witness said that it was customary for the engine room's clock to be set in accordance with the clock on the bridge when leaving port. They left here on July 13 at night, and the clock in the engine room was regulated at 4 p.m. that day. It was done by the second officer.

At this stage, Mr. Bruton said that he had understood from the second officer that the clock had not been regulated.

Second Officer Absent
Asked by the Court as to where the second officer was, Mr. Bruton said that the latter was not in Court because he had not been summoned.

The President said that for three days they had been trying to get hold of the second officer, and that it was important that he should be in Court.

Engine Room Time
Mr. H. R. Middleton, first engineer, said that he stood by in the engine room at 11.15 p.m. on July 13. Slow ahead was put on at 11.39, half ahead at 11.45, and full ahead at 11.58. The signal all clear was given at 12.09 a.m.

Witness was in the engine room when the ship struck rocks, and the engine was ordered to be stopped at 1.30 a.m.

By the Court: He was not able to hear eight bells in the engine room when going at full speed. It

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was customary for the clocks to be regulated every midday. Before the ship left Hong Kong, he understood that the clocks had been put right at 4 p.m. The engines were behaving all right.

The enquiry was then adjourned until to-morrow at 10.30 a.m. in order that the second officer and quartermaster might give evidence.

QUEER HOAX

DYING MAN'S STORIES OF LARGE REQUESTS

On his death-bed a Liverpool man perpetrated a strange hoax on several women.

The man, who retired from business some time ago, became very ill and while on his sick bed in a nursing home he encouraged the attentions of visitors, showing parti-

cular partiality for the society of women.

To one of them he conveyed the pleasant intimation that under his will she would benefit to the tune of £2,000. Another was told he was bequeathing her £1,000.

The nurse who was in constant attendance upon him was assured that her kindness would not go unrewarded, and eventually he confessed that when all was over she was to receive from his estate a legacy of £500.

The death of the man has led to the discovery that his total estate amounted to less than £50.

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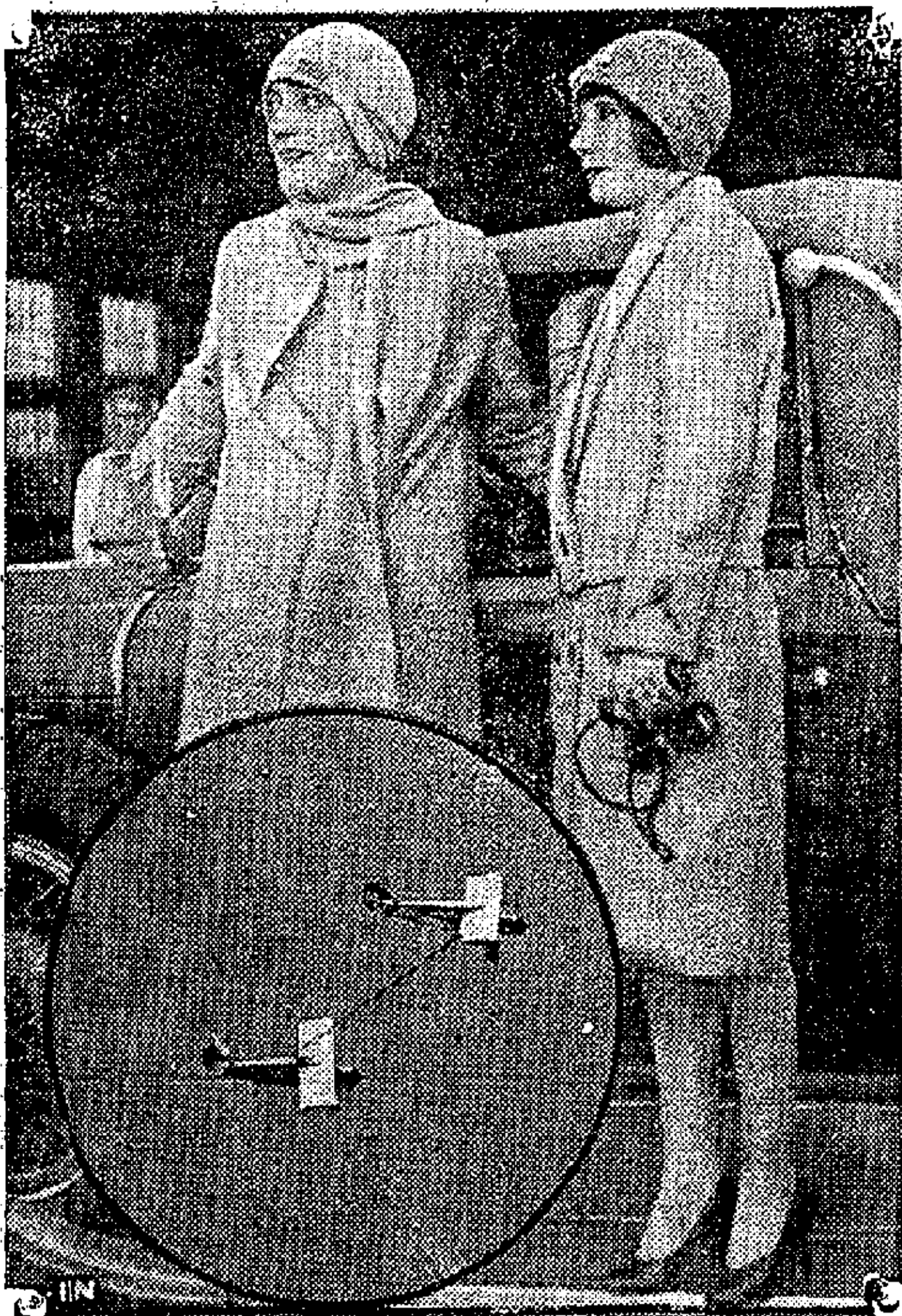
World News In Pictures

All's Well That Ends Well



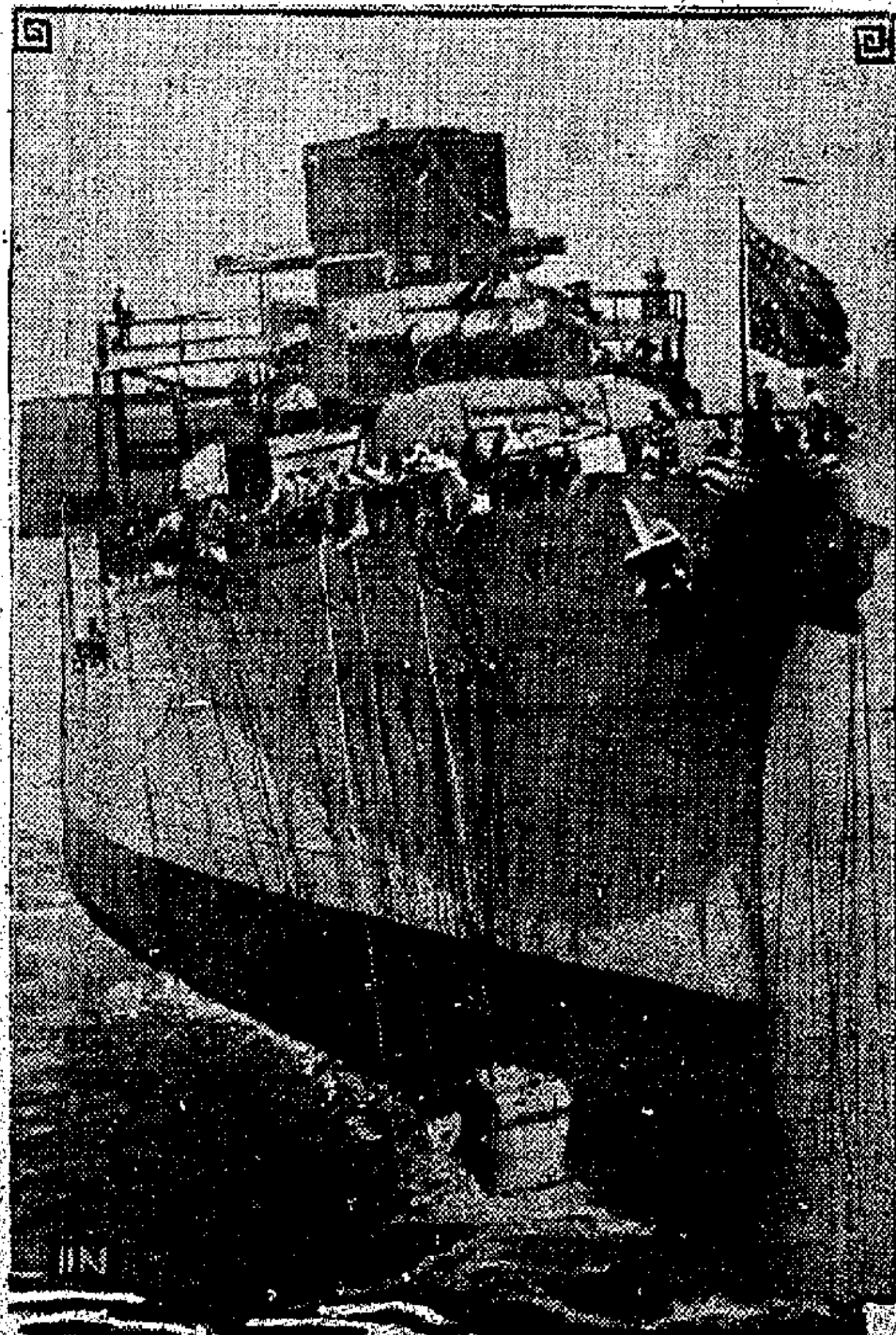
Commander Ramon Franco, Spanish flier, is caught in the act of writing notes on his first epochal flight from Spain to South America. He and three companions made a forced landing on the ocean and were adrift for more than a week when they were rescued by H. M. S. Eagle and taken aboard along with their plane, in an attempted flight to the United States.

Cleveland Endurance Flight



Mrs. Byron Newcomb, left, and Mrs. Roy L. Mitchell, whose husbands piloted the endurance flight of the "City of Cleveland," spent most of their time at the flying field as the battle against time and weather goes on. The inset shows a contact between the nurse plane and the endurance fliers. The record which they sought to better was 172 hours, made at Fort Worth, Texas and since eclipsed.

New Navy Cruiser Fine Specimen



The U.S.S. "Charley" shown leaving this way at the yards of the New York Shipbuilding Co., where it was constructed, is the first of the 10,000-ton Navy cruisers constructed under the authorization of Congress in 1927. The "Charley" is equipped with the maximum number of gun turrets mounted in triple turrets and has a speed of 33 1/2 knots. A similar ship, she will have all the most modern armament. The electric plant is similar to that of a city of 10,000.

Knows His Farmers



Eugene Myers, Jr., former chairman of Farm Loan Board, is well experienced in dealing with farm problems which is probably the reason he is expected to be picked by President Hoover for membership on the new Farm Relief Board.

Represented Belgium



Miss J. Hellemans arrived at Montreal to represent Belgium at the International Congress of Nurses, in which 7,000 nurses from all countries of the world participated.

May Visit Uncle Sam



Mustafa Kemal Pasha, President of Turkey, may visit America soon, according to rumours that are being widely discussed in diplomatic circles.

Swedish Flyers at Iceland



Storms, motor trouble, and all the tough breaks which airmen can have are combining to hold the crew of the great Swedish plane at Iceland after the second leg of their flight to America from Stockholm. Left to right are Captain Albin Ahrenberg, Alex Floden and Robert Ljunglund, the crew, being welcomed by the Mayor of Reykjavik, Iceland.

Administration Changes Imminent



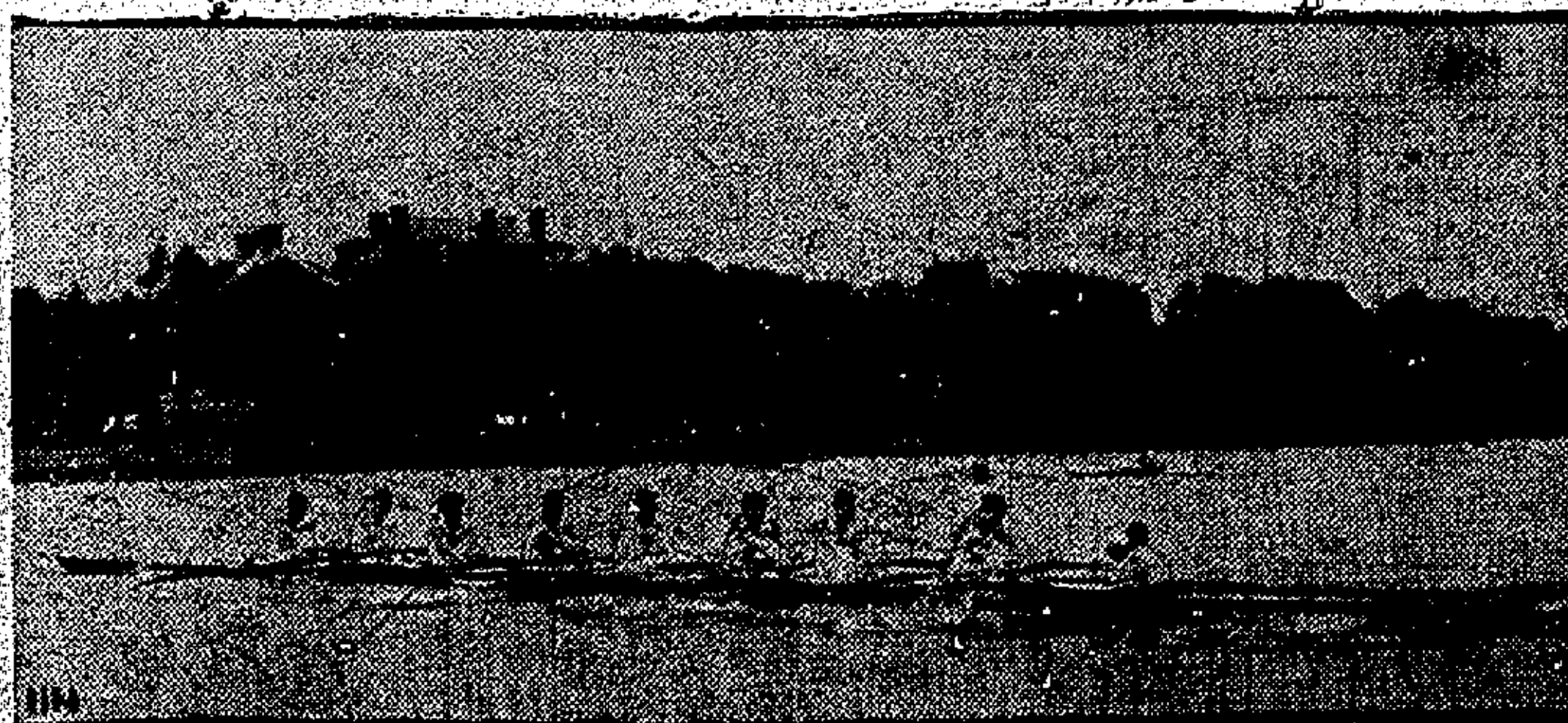
Rumours around Washington are saying that there is a widening rift between President Hoover, left, and the Secretary of the Treasury, Andrew Mellon. Among the reasons cited as confirming the rumour are disagreement on tax reduction, ideas on the "economy programme," prohibition development of the last few months and the French war debt. President Hoover has been having his way in most cases and Mellon is said to feel his loss of power keenly.

Will Honour Old Glory Flight



When Lewis Yancey and Roger Q. Williams, New York to Rome fliers, took off from Old Orchard, Me., they carried a wreath to drop over the spot where the "Old Glory" flight ended fatally while attempting a similar trip. Thomas Fahey of Portland, Me., is handing the two fliers the wreath to be dropped from the "Pathfinder."

How Uncle Sam's Boys Are Doing at Henley



The Browns and Nichols prep school crew, above, of Boston, Mass., won its way into the semi-finals at the Henley rowing classic on the Thames when it defeated Sidney Sussex, British school. The light crew of Columbia University, which was favored to win, met with a different fate than expected and was put out of the meet when it was defeated by Trinity College.

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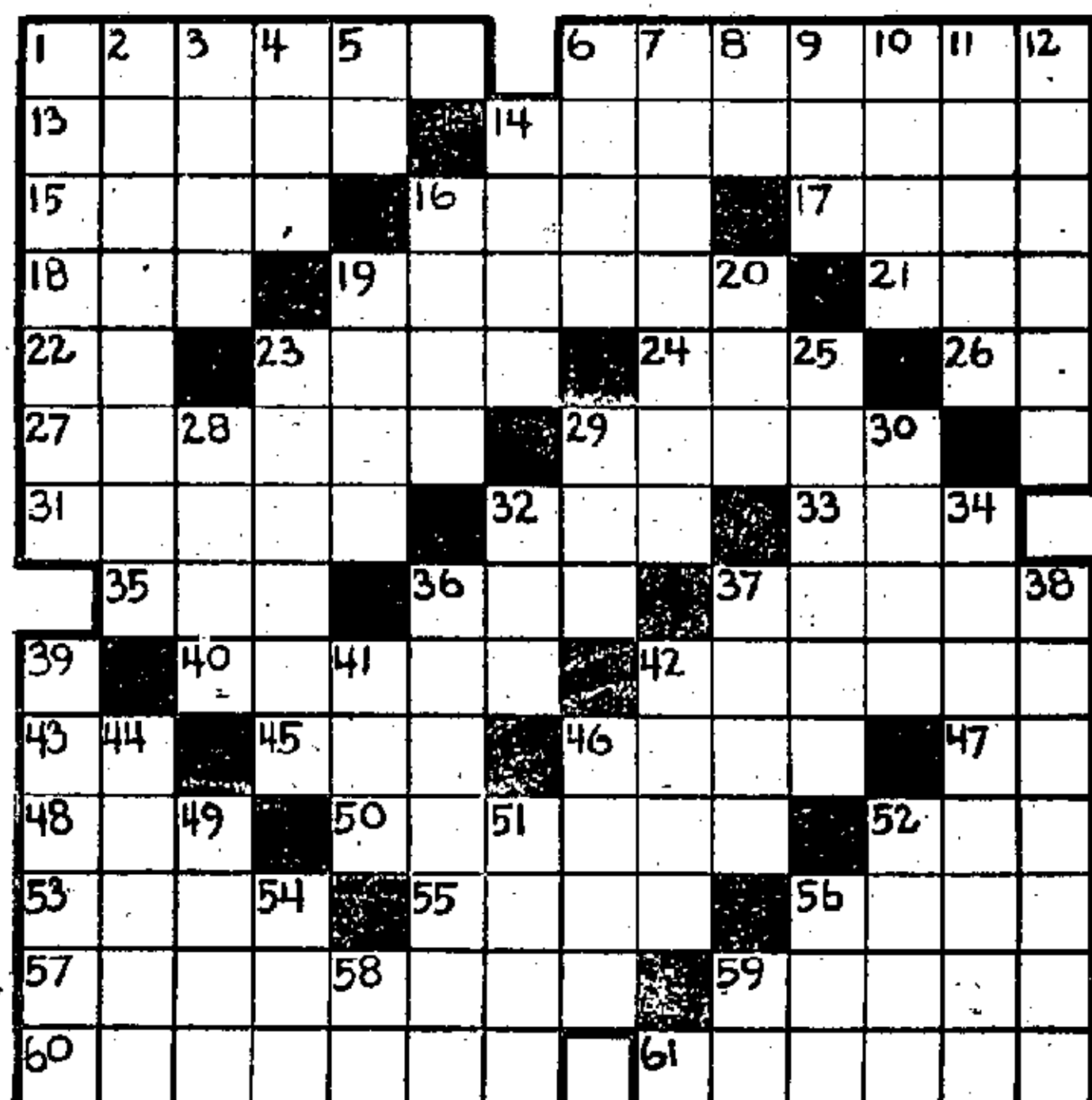
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(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbur, pleu, and altho.)



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HORIZONTAL

- 1-A fruit (pl.)
- 6-Royal seats of honor
- 14-Shoestring
- 15-Entrance
- 16-Exclamation of regret
- 17-Old World annual of parsley family
- 18-In the middle
- 19-Sows
- 21-Boy
- 22-Mother
- 23-Became larger
- 24-Consumes
- 26-Preposition
- 27-Makes amends for
- 28-A flower
- 31-Refund
- 32-Beast of burden
- 33-Boat
- 35-Mole
- 36-Mole
- 37-Hand-to-hand fight
- 40-At no time
- 42-Irrigates
- 43-Exit
- 45-A quick thrust

HORIZONTAL (Cont.)

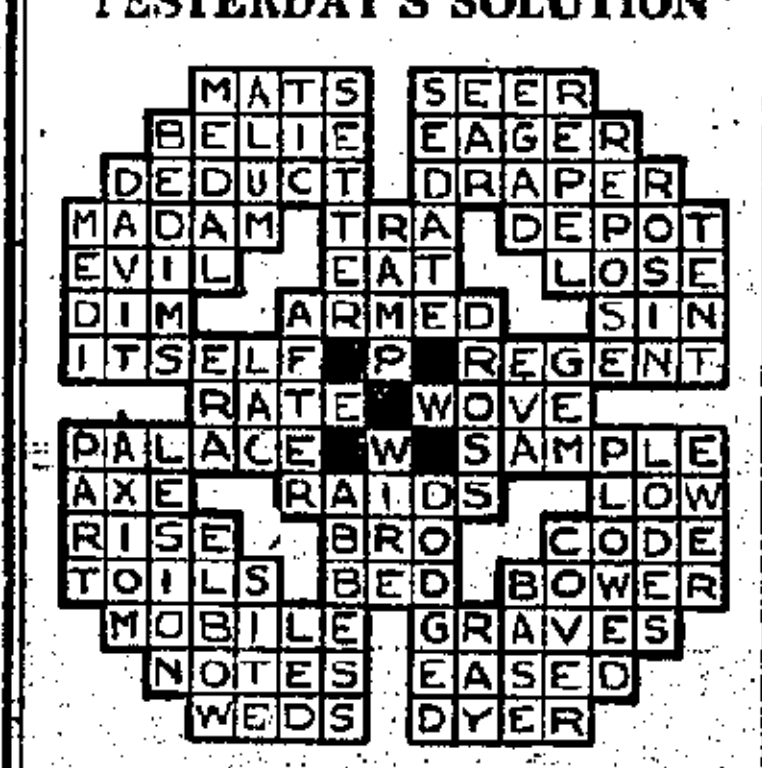
- 46-A certain drum beat
- 47-Pronoun
- 48-Man's name (short)
- 50-Subduers
- 52-Girl's name
- 53-Girl's name
- 55-Becomes brown
- 56-Allowance for waste
- 57-Steam boats
- 58-French river
- 60-Those who work in tin
- 61-Fondle

VERTICAL (Cont.)

- 14-Shredded cabbage
- 16-A flavor (pl.)
- 19-Booby
- 20-Reclined
- 23-Corroded
- 25-Beliefs
- 28-Spread to view
- 29-A serpent
- 32-Make public
- 34-Receivers
- 35-One who gives back part
- 37-Charta
- 38-Properties
- 39-Lowest
- 41-Large tub
- 42-Conflict
- 44-City in Utah
- 46-Decades
- 49-Manner
- 51-A planet
- 52-A large lake
- 54-Man's name (short)
- 56-High peak
- 58-Pronoun
- 59-Musical note

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION



HUMOROUS IRONY

Over on the Fox lot they're making a flick yclept, "Married in Hollywood." 'Tis more than a flick. 'Tis an operetta, directed by Marcel Silver, and Edward Royce, with Norma Terris and J. Harold Murray—both formerly of Ziegfeld's "Show Boat"—heading the cast. It so chanced that a man was wanted to enact the role of an extra out of work. The casting office dug into its voluminous files and brought forth the name of Joe Mills. Mr. Mills, I am told, is a man in his fifties, a man with the attributes of a solemn Shakespearian actor of old. He has been out of a job for night-onto-eight months. It was to Joe Mills that the part in "Married in Hollywood" was awarded. Being a Hollywood whizmy, as they're

Greenwich Guardians are to appoint additional staff to ensure a 48-hour week for nurses at the Greenwich and Deptford Hospital.

Behind the Scenes in Hollywood

In the excitement of waiting for excitement to happen, this flicker bureau neglected to report that on June 26 Vilma Banky and Rod La Rocque celebrated their second anniversary of "I do" and "I will." The couple were married amidst the glare of para-



Vilma Banky

phical spotlights in 1927. There were wise whispers that it wouldn't take. Like that first vaccination when you were a kid, the "ignorant" took all bets without giving odds.

Seems it has taken. Vilma and Rod continued to get along like a couple of Shames twins. Rod asked his Hungarian Rhapsody what she wanted a new fangled fishing tackle and some sort of "highs" that come from London. Rod ordered it all.

And then gloom came. Buck Private Banky received marching orders from General Samuel Goldwyn. Sam supervised her wedding, but business is business. She was given miles of railroad ticket and bundled aboard the iron horse Chief bound for Kansas City, St. Louis, Pittsburgh, Baltimore and other cities where "So This is Heaven" is unrolling. Vilma, wired Rod from Albuquerque that she lost her breath in the desert and has no idea where she'd find it again.

Which agitates her "worse half" no end. He was planning to abduct Miss Banky to Cathalina. The "Delightful Rogue" troupe sails across miles of wind-blown Pacific for locational purposes, but while Rod was using the camera, Vilma would have been rocking in a boat, hanging on to tackle and praying for a bite.

FILM SCENES

CHINESE MANAGER FINED IN SINGAPORE

A BAD CASE

A deliberate attempt to deceive the Official Film Censor was described by Mr. N. H. P. Whitley, the Deputy Public Prosecutor, Singapore, when a Chinese, was charged before Mr. C. H. G. Clarke, the District Judge. The accused, Khiam Choo-chock, manager of Tong A Film Company, 34, Robinson-road, was charged that he, on the night of July 22, at the Empire Cinema, Tanjong Pagar, did cause to be exhibited a film entitled "The Unconquerable" which, after being marked by the Official Censor, had been tampered with. The accused pleaded guilty.

Mr. Whitley said that it was a bad case. The film in question was submitted to the Censor on July 18 and passed for exhibition on July 22. On the night when it was exhibited it was discovered that certain scenes which were not in the film when censored were being shown. At the end of the first reel a scene depicting a Chinese woman attempting to murder children was shown, and another scene showed the Chinese woman committing suicide. These scenes were not in the film. Mr. Whitley maintained that the accused was guilty of deliberately deceiving the Censor and the scenes were very undesirable ones. It was a bad case, Mr. Whitley said, and he asked that the accused be dealt with severely.

The accused was fined \$250 and costs.

Similar charges are pending against the manager of the Hai Hsin Film Co., 116, Robinson-road. When the defendant was called he failed to put in an appearance. The charges against him was that on the night of July 22 at the Empire Cinema he caused to be exhibited a film entitled "Younger Brother" which, after being marked by the Official Censor, had been tampered with; that he being the owner of a film entitled "A Disappointed Plotter" did fail to deposit the cuttings with the Official Censor within seven days of its arrival.

A Court process server stated that on July 24 he served a summons at 116, Robinson-road, on the manager who was upstairs. He asked a boy where the manager was and was shown a man wearing spectacles. This man received the summons and after looking at it signed it and the boy put a chop on it. Witness told the manager to come to the First Court at 10 a.m. on July 26. Again on July 26 witness went to the same address at 2.15 p.m., and served another summons on the same man, who signed it and the boy put a chop on it. Witness told him that the two cases would be taken on July 29. Witness said he had looked for the manager in the courts, but could not find him.

His Honour told the process server to inform the manager again that he should be in court at 10 a.m. next day.

'SFUNNY

Recently I read in the public prints that Lewis Stone was divorced from his wife. He isn't, at all.

Eight years ago, Mr. Stone married Florence Oakley, an actress on the New York stage. It was his second marriage. Miss Oakley and he had been partners in a stock company years previous. After her marriage, Florence permitted her career to fade. She concerned herself with domestic starling and Mr. Stone's two children by his first marriage, Virginia and Barbara.

Time lapsed. A year ago, Virginia, now twenty years old, yearned for the stage. Her stepmother accompanies her to New York. She has gone a month or so. She hears from her husband daily. When she returns, the thunderbolt strikes.

Mr. Stone desires a separation. His heart has gone to another, it seems. Florence at first refused to believe. Finally, she accepted the inevitable, but the suddenness of it all resulted in her having a nervous breakdown.

A month later she left the hospital. She returned to the stage to enact the lead in the Los Angeles production of "The Royal Family." Miss Oakley gave an excellent performance. At this penning, she is playing in Leatrice Joy's flicker, "A Most Immoral Lady." A plucky trouper, Florence Oakley.



Lupe Velez

PUTTING IT OVER

Her name is Marion Dix. In 1925 she graduated from the University of Washington. She came direct to Hollywood with diploma in trunk. She came to write for the celluloids. Miss Dix has worked her way through college by writing for the Seattle "Times" and contributing to magazines. She yearned to do likewise for the silver sheet.

That was four years ago. Just the other day she realised her ambition. It took all of four years to do it. During this time she stunged in the scenario department of Famous Players and worked as script girl on unmythical flicks. Her most recent assignment was Billy Welman's "Woman Trap."

Much to her surprise she received an order to report to an office instead of the set before the picture was completed. She was then handed "The Kibitzer" story and instructed to put it in continuity form. Excelsior! She had achieved her ambition. But it took four years to make the grade, and, believe you me, four years is a tough pull.



Midge Bellamy

THE "TALKIES"

THREAT TO SILENT FILMS

BOOMING IN GREAT BRITAIN

"Talkies" are making a bold bid for supremacy in Britain. If the estimates of leading manufacturers and suppliers of projecting apparatus prove correct, it is not impossible that by the end of the year nearly 1,500 theatres in Britain will be in a position to present talking pictures.

The Western Electric Company, who have just opened a factory at Crickelewood, where the various parts imported from America are assembled, expect to have equipped 500 theatres by December 31.

The company point out that they have on their pay-roll 252 employees, of whom all but about a score are Bri-



Ruth Chatterton

tish. In two months' time they expect to be equipping theatres at the rate of three every day.

Trade Competitions have already supplied their apparatus to 100 British cinemas and are confident that by the end of the year this number will have increased to considerably over 300, and possibly to 400. Approximately one-fifth of the theatres now equipped are in the Metropolitan area.

"Traveltons," another American machine of which a demonstration was given in London recently, is to be installed immediately in fifty of the theatres under Gaumont-British control, a line which may be followed by many more theatre-owners.

Other systems which also have been taken up already include British Acoustic, in operation at the Marble Arch Pavilion, the German Klangfilm-Tobis, demonstrated recently at the Palace Theatre, and Portable Talking Pictures, demonstrated at the Scala.

Several other systems, new so far as Britain is concerned, are to be shown in London in the immediate future; of one or two of them great things are predicted.

Mr. Sam Eckman, managing director of Jury-Metro-Goldwin, announced the other day that, to his knowledge, sixty-five different types of reproducing machines had appeared and disappeared on the American market.

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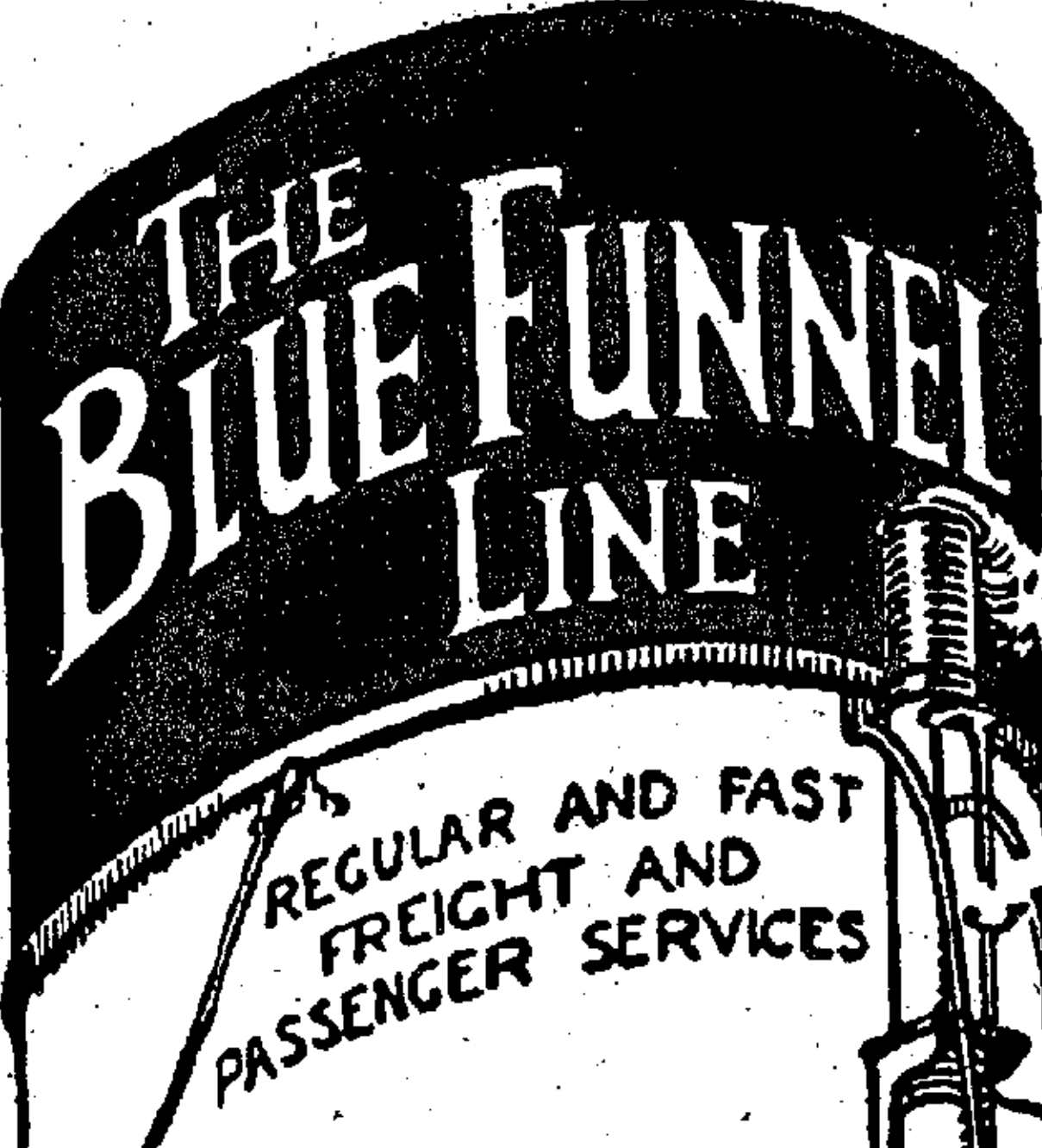
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HONG KONG, FRIDAY, AUGUST 9, 1929.



LONDON SERVICE.
"ACHILLES" 20th Aug. M'les, L'don, R'dam & H'burg.
"ANTENOR" 4th Sept. M'les, L'don, R'dam & Glasgow.
"PHLOETTES" 17th Sept. M'les, L'don, R'dam & H'burg.
*Sails at 10 a.m.

LIVERPOOL SERVICE.
"AGAPENOR" 20th Aug. Tripoli, Genoa, Havre, Liverpool & Glasgow.
"PROTESILAU" 14th Sept. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.
"KOBÉ & YOKOHAMA."
"TYNDAREUS" 24th Aug. Victoria, Vancouver & Seattle.
"TEUCER" 12th Sept. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.
"PYRRHUS" 30th Sept. New York, Boston & Baltimore.

INWARD SERVICE.
"EURYLOCHUS" Due 11th Aug. For Shanghai, Kobe & Yokohama.
"MENELAUS" Due 11th Aug. For Shanghai, Kobe & Yokohama.
"PYRRHUS" Due 11th Aug. For Shanghai, Kobe & Yokohama.

PASSENGER SERVICE.
"ANTENOR" 4th Sept. Singapore, Manilla & London.
"HECTOR" 2nd Oct. Singapore, Manilla & London.
*Sails at daylight.
Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to—
Butterfield & Swire,
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POST OFFICE NOTICE.

It is notified for general information that all Siberian mails from Hong Kong up to and including that forwarded on 5th July (s.s. "Khyber") have been received at London. Steps are being taken to trace Siberian mails forwarded subsequently to that date and before the diversion by Suez already notified.

List of ships expected to be in wireless communication with Hong Kong station to-day:—Bengal Maru, Ryūhō Maru, Menado Maru, Tennessee, Lushan Maru, Kohkai Maru, Empress of Russia, Fushimi Maru, Shantung, Piave, President Wilson.

INWARD MAILS.

From	Per
Shanghai and Swatow	Shantung
Europe via Negapatam (Papers only, London, 11th July)	Piave
U.S.A. (San Francisco, 12th July), Honolulu, Japan and Shanghai	President Wilson
Shanghai and Amoy	Yingchow
Manila (Victoria, B.C., 25th July), U.S.A., Japan and Shanghai	Empress of Russia
U.S.A. (San Francisco, 19th July), Honolulu, Japan and Shanghai	President Cleveland
U.S.A. (San Francisco, 17th July), Honolulu, Japan and Shanghai	Tenyo Maru
Saigon	D'Artagnan
Japan and Shanghai	Chenonceaux
Australia and Manilla	Changte

OUTWARD MAILS.

For	Per
Straits, Mombasa, L. Marques & South Africa	Bingo Maru
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles	Fushimi Maru (Due Marseilles, 9th Sept.)
K.P.O.	G.P.O.
Registration Aug. 9, 4.30 p.m.	Registration Aug. 10, 8.45 a.m.
Letters Aug. 10, 9 a.m.	Letters Aug. 10, 9.30 a.m.
Sam Shui and Wuchow	Tai Ming
Amoy	Dalgoma
Shanghai via Amoy	Dalgoma
Australia (except places north of Brisbane) and New Zealand via Singapore and Brisbane	Fushimi Maru, connecting with s.s. "Nieuw Holland" at Singapore (Due Brisbane, 2nd Sept.)
Manila	Registration Aug. 10, 8.45 a.m.
Amoy	Letters Aug. 10, 9.30 a.m.
Holbow, Pakhoi and Haiphong	President Wilson
Amoy	Anking
Bangkok via Swatow	Limchow
Swatow, Amoy and Formosa	Limchow
Straits and Calcutta	Kwangchow
	Hozan Maru
	Namsing
	Parcela
	Letters Aug. 10, noon
	Letters Aug. 11, 1 p.m.

*Superficial correspondence only.

FLYING DUCHESS

"THE SPIDER" LOOKS LIKE
BREAKING RECORDS
ENGLAND-INDIA TRIP

London, Yesterday.
The Duchess of Bedford and Captain Barnard (her pilot) who are attempting to fly to India and back (in "The Spider") in eight days, are now flying from Aleppo (Syria) to Sofia (Bulgaria). They expect to reach Croydon tomorrow afternoon about five o'clock.

If the Duchess achieves her ambition she will have created a new record for the return flight to India as well as a new record for the homeward journey.

The Duchess left Lympne (Kent) last Friday. She arrived at Karachi (India) on Monday—British Wireless Service.

"GRAF ZEPPELIN"

OFF ON ROUND THE WORLD
JOURNEY
TWO STOWAWAYS

New York, Yesterday.
The "Graf Zeppelin" started from here, on her world tour at 12.30 a.m. Prior to the start of the Zeppelin two youths were discovered trying to stow away. One escaped and the other was arrested. He said he wanted to go to Hamburg to see his grandmother, who was ill.

A relatively small crowd watched the start. The twenty-one passengers include, besides Mr. W. B. Leeds, Lady Drummond Hay, Sir Hubert Wilkins, and three United States Naval officers. Eight passengers have booked for the world tour. The cargo includes a live bull-pup and an alligator. — Reuter's American Service.

FRANCE & EGYPT

THE PROTECTION OF FRENCH
NATIONALS

QUESTION IN CHAMBER

Paris, Yesterday.
The Deputy, M. Bouteille, has given notice of a question to M. Briand, in the Chamber, asking what steps are being taken to protect French nationals in Egypt.

M. Bouteille declares that French interests appear to be gravely compromised by certain clauses in the proposed Anglo-Egyptian Treaty. — Reuter.

U.S. PROHIBITION

THE LATEST OFFICIAL
ANNOUNCEMENT
NO INTERFERENCE

New York, Yesterday.
The Prohibition Commissioner, Mr. Doran, has instructed prohibition agents not to interfere in future with Americans who make their own beer, cider, or light wines in their own homes, and do not sell them. — Reuter's American Service.

CALCUTTA RIOTS

Calcutta, Yesterday.
Casualties in the strike disturbance on Tuesday are now 7 killed and 17 seriously hurt. — Reuter.

THE RHINELAND EVACUATION

AND THE SAAR
NOW FRANCO-GERMAN
PROBLEMS
GREAT BRITAIN IMPARTIAL

The Hague, Yesterday.
The Political Commission discussed, in the friendliest spirit, the evacuation of the Rhineland, which is essentially a Franco-German problem, as Great Britain is willing to agree to any solution they reach.

It is significant that M. Briand and Dr. Stresemann privately conferred for an hour. Dr. Stresemann insisted upon evacuation immediately the Owen Young scheme should be operating, but M. Briand expressed the opinion that France would first like to see whether the Young Plan would be working smoothly.

Dr. Stresemann declared that Germany would not agree that the Committee of Verification and Conciliation should continue to operate after 1935.

M. Briand replied that he was willing to thrash out the matter before the Political Commission.

The Saar
The Saar constitutes another essentially Franco-German problem. Germany desires to regain the Saar before 1935, and M. Briand is prepared to discuss the matter.

Degrees
Temperature, 10 a.m., to-day 80
Temperature, 4 p.m., yesterday 86
Humidity, 10 a.m., to-day 87
Humidity, 4 p.m., yesterday 72

ON WRONG SIDE
"CHINA LIGHTS" CAR DRIVER
FINED
NEARLY AN ACCIDENT
"It may have resulted in a very serious accident," was the comment made by Mr. H. G. Howard, accountant of the Kowloon Godowns, when he appeared as complainant, in a case in which the driver of the China Light and Power Co.'s car, was summoned for driving on the wrong side of Mody-road while diverting into Nathan-road, not sounding his horn, and not lessening his speed.

Mr. Howard's evidence was to the effect that he and Mr. Thomson were travelling in richness toward the Ferry. At time junction of Mody-road defendant was seen approaching Nathan-road on the wrong side of Mody-road. At the same time another richness with an amah and a child in it, and a bus of the Kowloon Motor Bus Co., were going in the direction of the Ferry. When passing defendant came swinging out of Mody-road in such a manner that the bus had to turn out for it, otherwise the amah and the child would have been under the wheel of the car.

Presence of Mind
On the other hand the richness pulled back the presence of mind to turn into the gutter and just managed to make way for the car to pass. The car went (Continued at foot of next Column)

IDLE LIST

BRITISH FIGURES ON A
NEW BASIS
WHAT THEY REVEAL

London, Yesterday.
The Ministry of Labour is now issuing returns regarding unemployment on a new basis. Side by side with the figures of unemployed it gives the number of persons registered as employed. The returns now issued show that while in the past year unemployment figures have decreased by 150,871, employment figures have increased by 272,800.

This new presentation of facts gives a much truer picture of the unemployment position.

In given cases, it might conceivably show that while there was an increase in the number of unemployed, there was actually an increase in the number of the employed. — British Wireless Service.

ATLANTIC SPEED

MAURETANIA ABOUT EQUALS
"BREMEN'S" RECORD

GALLANT ATTEMPT
New York, Yesterday.
A gallant but fruitless effort was made by the veteran "Mauretania" to beat the "Bremen's" record. Bad weather contributed to her failure.

She arrived in New York from Cherbourg in four days; 21 hours and 44 minutes, being only four hours and 2 minutes behind the "Bremen's" record but beating her own previous record by three hours and 34 minutes. — Reuter's American Service.

5,100 POSSIBLE H.P.

SPEED CONTEMPLATED "MISS
ENGLAND II"

FOR NEW RECORD

London, Yesterday.
A new speed boat, which will be named "Miss England the Second" may shortly be placed under construction with a view to Sir Henry Seagrave making a new record at Miami, Florida, next March.

It would have a minimum horsepower of 3,500 and a possible horsepower of 5,100. It is estimated that a speed boat of the design contemplated could cross the Channel and back to Dover in 25 minutes. — British Wireless Service.

COTTON DISPUTE

INTERFERES WITH OFFICIAL
PLANS

London, Yesterday.
Owing to the present cotton situation Sir Horace Wilson, (Permanent Secretary to the Ministry of Labour) will not accompany Mr. J. H. Thomas on the forthcoming visit to Canada, as planned. — Reuter.

Important Move

London, Yesterday.
An important move in the dispute (which has rendered 500,000 workers idle) is signified by the announcement that representatives of the General Council of Trades Union Congress will visit Manchester tomorrow to get into touch with representatives of the Cotton Operatives Unions. — British Wireless Service.

U.S. BANKS

RE-DISCOUNT RATE TO BE
INCREASED

New York, Yesterday.
The Federal Reserve Bank of New York will increase its re-discount rate from five to six per cent. tomorrow. — Reuter's American Service.

The Resident of Pahang has appointed Mr. W. J. Muller, of Kuantan, to be a Justice of the Peace for the State of Pahang.

on to the China Light office, where Mr. Howard questioned the driver. The defendant told the Court that he had apologised to Mr. Howard on the spot, but complainant denied the statement.

Mr. Howard produced three maps of the positions of the vehicle at the time of the incident.

Defendant stated that his brakes had broken, but this was denied by Inspector MacWalter.

The Magistrate imposed a fine of \$20.

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At 2.30, 5.10, 7.15 & 9.20.

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A splendid Continental picture full of romance, comedy and unusual situations with a surprise ending!

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XENIA DESNI
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At 5.15 & 9.20 only.
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RED LIPS

With
MARION NIXON, CHARLES ROGERS

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STAR TO-DAY AT 5.30 & 9.20.
TO-MORROW AT 2.30, 5.30 & 9.20.

"THE BIG CITY"
with
LON CHANEY, BETTY COMPTON

"Night Club"—underworld dives—sister houses of the underworld, and a beautiful romance told in a maze of mystery.

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AT 2.30, 5.20, 7.15 & 9.15 p.m.

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